

RACING NOTES.



THE RIFLE BRIGADE POINT-TO-POINT AT MALDEN, ESSEX.

Captain H. V. Scott on Spook, winner of the Heavy-weight Challenge Cup.

A PROPOS of the Aintree fences, or rather, of the number of horses who fail to clear them, I have received a letter in the course of which the writer says that in 1904, when Moifaa won the Grand National, these fences were built both bigger and stiffer than usual, that they have so remained, and that in consequence falls are now more numerous than they used to be. He adds, I may say, that as now built up the obstacles are neither "fences" nor "banks." Not fences, because it is impossible, he says, for a horse to swish through even six inches of the top; not banks, because, stiff and wide though they are, a horse cannot "kick back" from them. The practical experience possessed by the writer of the letter in question led me to make some researches, and, much as I expected, I can find little evidence to support his contention. Taking what happened two years previous to Moifaa's year, as nearly as I can get at the facts, this is what we find: In 1900, Ambush II. won; there were sixteen runners, of whom *five* fell. When Grudon won, in 1901, of the twenty-four starters only eight finished—it might be mentioned that the race was run in a storm of snow, so dense that both owners and jockeys protested, and that Grudon is supposed to have been indebted for his victory to the precaution taken of filling his feet with grease to prevent the snow caking in them. I am doubtful about my facts with regard to the race won by Shannon Lass in 1902; twenty-two runners there were, but I seem to remember that more than six of them fell—that, however, appears to be the number of falls, as set out in that most interesting book, "Heroes and Heroines of the Grand National," and we may, I suppose, accept it as being correct. Drumcree won the race in 1903—the

year before Moifaa—when, of the three-and-twenty starters, only nine completed the course. Here we take the year mentioned by my correspondent—Moifaa's year, 1904. Twenty-six horses faced the starter, fifteen of them fell and two dropped out or were pulled up, leaving nine to complete the course. The next year—Kirkland the winner—twenty-seven ran, fourteen fell, two refused and three were pulled up; eight finished. In 1906, when Ascetic Silver won, there were twenty-three runners; thirteen of them fell, one was pulled up; nine finished. Eremon was the next winner of the big steeplechase, and in his year eleven of the three-and-twenty runners fell, two were pulled up and one refused, nine finished. Supposing that my statistics are correct, we get it that in the three years preceding 1904, the year mentioned by my correspondent, of the sixty-nine horses competing in one or other of the races decided in those years, thirty-one completed the course, and that in the three years subsequent to 1904 only six-and-twenty of the horses saddled managed to stand up. If, of course, one were to go further and take Glenside's year, when he was the only one of the twenty-six runners that got round without a fall, or this year when there were only three survivors out of two-and-twenty starters, the evidence in favour of my correspondent's contention would be, or rather seem to be, appreciably stronger. But concerning both these races there is a good deal to be said. To begin with, the number of falls when Glenside won was, I think, clearly attributable to the bad horsemanship and the complete lack of knowledge of pace shown by the majority of the riders; and with regard to this year's race, I myself attribute a good many of the falls to the short stirrup or American method of riding and to the



THE RIFLE BRIGADE POINT-TO-POINT--THE FIRST FENCE IN THE SOLDIERS' RACE.

all-round raising of the weights by a matter of 14lb. consequent upon Sir C. Assheton Smith's policy of leaving Jerry M. in until after the publication of the weights. It might at first sight seem as though an all-round and equal raising of the weights would not affect one horse more than another, but it is not so. A good many horses might—I do not say they would—get safely round if carrying, say, 10lb., but would certainly not do so with another 14lb. on their back. Others, again, if they did get safely to the end of the journey, would have no chance of winning with the additional weight, and it was presumably with this idea that Sir C. Assheton Smith delayed the scratching of Jerry M. until after the publication



SIR CLAUDE CHAMPION DE CRESPIGNY TAKING THE LAST FENCE IN THE SOLDIERS' RACE.

of the acceptances. Be that as it may, I do not myself see any cause for thinking that the Aintree fences are not perfectly fair and such as any well-schooled and properly-ridden chaser may, bar accidents, be reasonably expected to be able to jump.

The one particular feature in last week's racing was the running of Shogun in the Greenham Stakes at Newbury on Friday. It may be added that, in spite of the weather—it rained unceasingly—numbers of people made the journey to the famous Berkshire racecourse for no other purpose than to see for themselves how Mr. E. Hulton's colt had fared since last season's racing came to a close. As far as my own opinion goes, Shogun has made great improvement, he has grown in height, and has put on a corresponding increase in depth and muscular development, and is, indeed, beginning to show some of the general "burliness" of his sire. His knees seem to have been treated in some way or other, and look all the better for it. I forget, by the way, if he had splints last year; they are, at all events, there now—one on each leg—but they are not so situated as to interfere with his action, nor could any horse have shown greater freedom of stride than he did on Friday afternoon. In condition he was fairly forward—just, indeed, about where a Derby horse ought to be at this time of the year. Now about what he did. As a matter of fact, he had a very easy task, but he accomplished it with such consummate ease that it is difficult to estimate how much he had in hand when he "lopped" home four lengths in front of Jameson, to whom he was giving 3lb. How to get at the value of the performance I hardly know, but it may, perhaps, serve to give us a rough idea of how matters stand between Shogun and Craganour—in their present condition, or rather as Craganour was at Liverpool. In order to get at our line we must look back to last year's form, from which we might assume Jameson to be some 3lb. or 4lb. better than Flippant. Now the running in the Union Jack Stakes made Craganour—on that day—to be somewhere about 5lb. better than Flippant. Craganour was beaten a length when trying to give 8lb. At Newbury, Shogun gave Jameson 3lb. and a beating amounting,

I think, to another 12lb.—call it 10lb.—and is, therefore, 13lb. in front of that colt, consequently 16lb. in front of Flippant. Craganour we have seen, on the Liverpool running, would be about 5lb. better than Flippant, therefore as they stand at present Shogun would seem to be about 11lb. better than Craganour at one mile. As between the two colts it should, however, not be forgotten that Shogun at Newbury stripped a good deal more forward in condition than Craganour did at Liverpool. One way and another these classic races offer a good many points for discussion, far more than suggested by last year's two year old form. What, for instance, about Craganour? Will he as a three year old retain the superiority he showed as a two year old?—and the note of interrogation is in this case a big one. Is Shogun, at least 9lb. behind him as a two year old, now going to overhaul and beat him? Very possibly, I think. Then how about Louvois, 5lb. behind Shogun as a two year old? A much-improved colt is this, so I am told on excellent authority. I shall, by the way, have had more than one opportunity for looking him over by this time next week. What was the value of Roseworthy's running behind Hippeastrum, to whom he was trying to give 21lb., at Kempton Park on Easter Monday? Will Rock Flint come to the front again? Is Pilliwinkie—some 14lb. behind Shogun last year—worth thinking about? And what are the rumours concerning Harry of Hereford—an own brother to Swynford—worth?

I had almost omitted—what an omission!—to notice the very cheery and thoroughly sporting Point-to-Point Meeting of the Rifle Brigade, held at Sir Claude de Crespigny's residence, Champion Lodge, Malden, Essex, on April 8th. In all six-and-thirty horses were saddled for one or other of the four races included in the programme, and it is almost needless to add, for "be with them he will," that Sir Claude himself was in the saddle, riding his own horse, Dodford Holt, in the Rifle Brigade and Green Jackets' Cup, won by Mr. J. C. Darling's Joan of Arc, with Captain A. E. Irvine's Glencarn (Mr. Godsall) second, and Mr. C. R. Congreve's Suffragette (owner up) third. Mr. G. W. Liddell won the Light-weight Cup



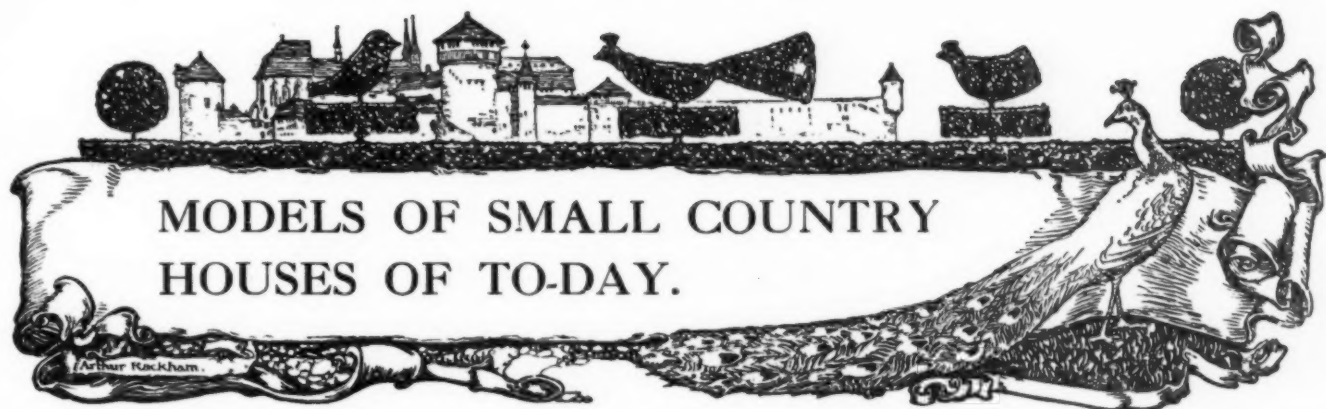
THE RIFLE BRIGADE POINT-TO-POINT AT MALDEN.

Mr. W. Congreve on Cork going to the start in the Heavy-weight Challenge Cup Race.

with Torney, Captain H. V. Scott the Heavy-weight Cup with Spook and Captain R. F. S. Grant the Past and Present Cup with Castle Bagot.

Owing to the date on which COUNTRY LIFE is published, I can offer no suggestions for the racing which will take place in the course of the Craven Meeting; but Cuthbert (6st. 10lb.) might be worth noting in the Doveridge Plate at Derby on Friday, a remark which applies to Highwayside in the Chaddesden Handicap on Saturday. Looking further ahead, Tuxedo (7st. 7lb.) seems to have a fair chance in the City and Suburban, and if a capable lad can be found to ride him, Sanglamore (6st. 21lb.) should run well for the Chester Cup.

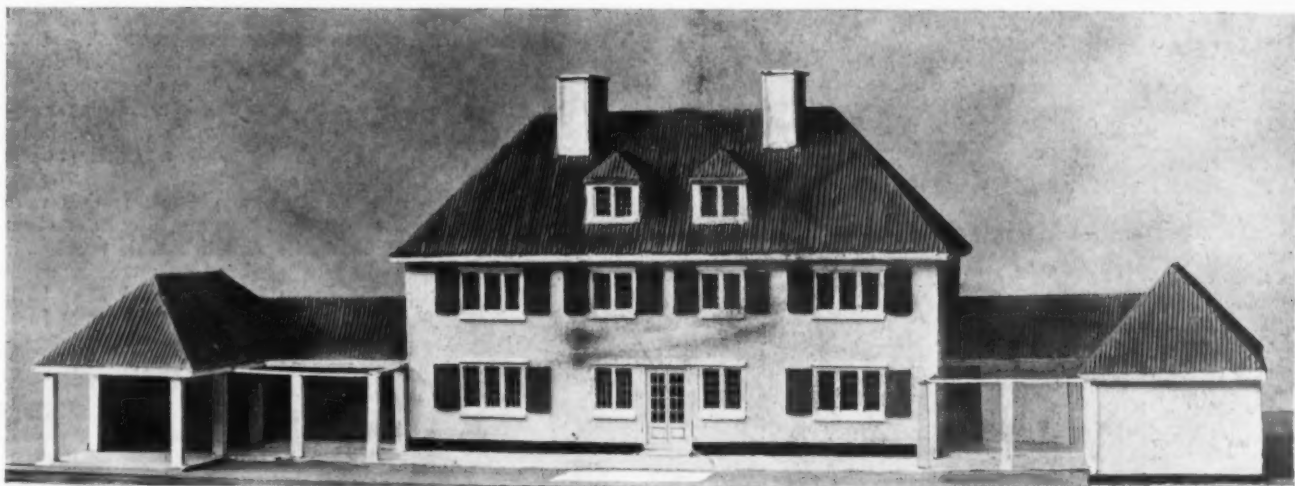
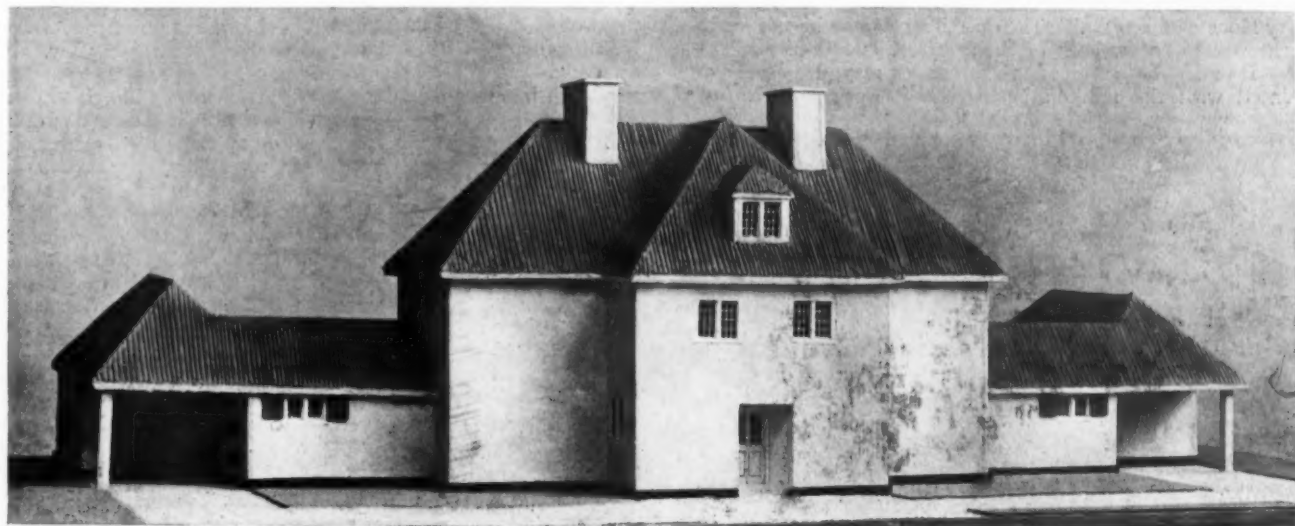
TRENTON.



It was not until late in the eighteenth century that people of taste began to give serious attention to the possibilities of small domestic architecture. Early in the nineteenth century printers were busy producing a crop of books on the lesser country houses of that day. They were mostly written by architects who wanted to advertise themselves. Even serious practitioners like Joseph Gandy, A.R.A., exposed their wares in slim quartos, which are very entertaining not only for their pompous diction, but for the queer designs which they commended to the nobility and gentry. Among them was one Richard Elsam, now notable for nothing save a splendid conflict with a district surveyor over the building by-laws of that day. He wrote, however, some wise words on the subject-matter of this article in his *Essay on Rural Architecture*. After pointing out that perspective drawing is an important equipment, he says: "but however useful it may be to architects as practical men, there are but few persons that comprehends" (the grammar is Elsam's) "every part of a building from a drawing in perspective so well as in a Model: I would therefore, by preference, recommend one or two of these expensive toys to the consideration of gentlemen, rather than

beguile their understandings with captivating and delusive drawings." This was no new idea of Elsam's. In the Museum at Rouen there is a carton model of the church of Saint-Maclou, which has been claimed as dating from about 1414. This early attribution cannot be substantiated, and the model is more probably of 1680. There is documentary evidence, however, which, though it is not decisive, points to the possibility of models of churches having been made in Northern Europe during the Middle Ages. Italian architects were early alive to their value. A model was made of part of Orvieto Cathedral. Bramante is said to have prepared one of his first designs for St. Peter's. Brunelleschi's Pitti Palace was also first built "in little," and Michelangelo experimented on the dome of St. Peter's in like fashion.

When we come to England in the seventeenth century there is the very substantial model made, by Royal command, of Wren's first (and rejected) scheme for St. Paul's. It is still preserved at the Cathedral. It is fair to say that in 1675, after his second design was accepted by King Charles' warrant, Wren "resolved to make no more Models, or publickly expose his Drawings, which (as he had found, by Experience) did but lose



NORTH FRONT (upper view) AND SOUTH FRONT (lower view) OF MODEL OF FIRST PRIZE DESIGN (somewhat modified) IN "COUNTRY LIFE" COTTAGE COMPETITION, 1912.

Architect, C. F. W. Denning. Maker of model, Lionel Crane.

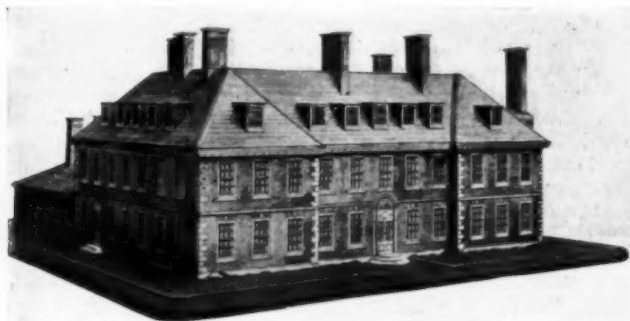


MODEL OF HILLSIDE HOUSE BY JOHN THORP.

Time, and subjected his Business many Times, to incompetent Judges." The conditions of public works are, however, markedly different from those of domestic architecture, and we can well understand how Sir Christopher chafed under ignorant criticism. That, however, was more liable to be produced by misunderstanding of drawings than of models, and Wren's determination of future secrecy covered both.

So much by way of historical justification for the making of models of projected buildings. We may now consider how far this practice may be usefully followed in the case of "Lesser Country Houses of To-day." The question needs to be explored from the point of view both of the architect and the building owner. It may be assumed that the former is so fully acquainted with the relation between his drawings and the

appearance of the building to be erected from them, that for him at least a model is in no wise an essential part of the necessary process of translating ideas into bricks and mortar. With the client it is far otherwise. We have often emphasised in these pages the difficulties which are apt to arise through the inability of lay people to understand an architect's drawings. Perspective views are to some extent helpful by way of elucidating them, but they are apt to be misleading. The artistic zeal of the draughtsman will sometimes invest a very ordinary building with a charm which the executed work is not likely to reveal. A subtle use of colour and of exaggerated shadows, a setting of the house against a background of imaginary landscape or in the midst of a garden which it would take a century to mature, are devices common and excusable enough, but none the less tending to mislead. The pictorial quality of the drawing overwhelms the appreciation of the bare facts of the building which it is intended to portray. Even the best perspective, moreover, only shows one point of view, and,



MODEL OF HOUSE AT CHISLEHURST.

Architects, Crickmay and Son. Maker of model, John Thorp.

naturally enough, the best. A view taken from the south side, for example, may indicate a delightfully balanced group of gables and chimneys which from the east give an impression of mere disorder. The value of a model is that the scheme of the building may be appreciated from every point of view. It appears in the solid instead of in the flat. Bays and porches reveal their true projections, and the client is able to form a

concrete idea of what seems unduly abstract on paper. We therefore reproduce photographs of models of various types. The first pair show the north and south fronts of the cottage which won the first prize in the recent COUNTRY LIFE Competition. This model is not based exactly on the competition drawings, but shows a rather larger variation of the scheme as it is to be carried out in an Essex village. Mr. Denning's design has been delightfully interpreted in the model by Mr. Lionel Crane, who is all the better equipped for this work as he is himself a practising architect. Another illustration shows Mr. Crane in the double capacity of architect and model-maker. The third prize design submitted in the COUNTRY LIFE Competition by Messrs. Geoffry Lucas and Arthur Lodge is also represented by a model, made in solid plaster, by Mr. J. A. Stevenson, who, being a sculptor, chose a sculptor's technique.

These two cottage models were made to the scale of a quarter of an inch to the foot, which is ample for the purpose, but does not allow small details to be elaborated, and both can be seen at the COUNTRY LIFE Stand at the Building Trades Exhibition at Olympia, which will be open until April 26th. Near the stand is a large screen on which are displayed the winning drawings and others of special interest. Mr. John Thorp is well known as a model-maker by his fine historical models of Old London, some of which have found an appropriate resting-place



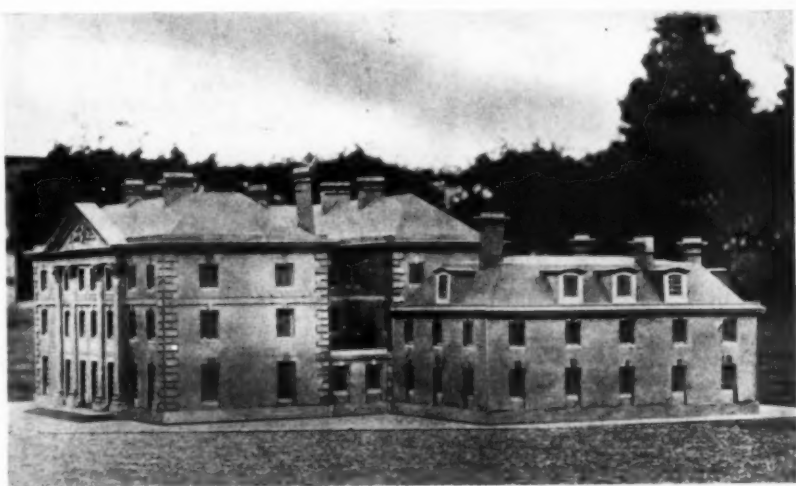
NORTH FRONT (upper view) AND SOUTH FRONT (lower view) OF THIRD PRIZE DESIGN IN "COUNTRY LIFE" COTTAGE COMPETITION, 1912.

Architects, Geoffry Lucas and Arthur Lodge. Maker of model, J. A. Stevenson.

in the London Museum at Kensington Palace. Two of his house models are now illustrated, one of which is of special interest because it shows not only the house, but also the treatment of a remarkable hillside site, and the disposition of the terrace retaining walls, stairways and seats. The two illustrations of the model of Gate Burton Hall, Lincolnshire, a house designed by Messrs. Detmar Blow and Fernand Billerey, was made in the architects' studio to the scale of a quarter of an inch to the foot. It has a great air of verisimilitude in the pictures because it was photographed in the open air against a background of trees, and as the house is a large one the model covers a big area. Of much more modest dimensions, and made in less solid fashion of little else but paper, is the little model (to the scale of only one-sixteenth of an inch to the foot) of a house to be built for Sir Home and Lady Gordon in the



MODEL MADE BY LIONEL CRANE OF HOUSE DESIGNED BY HIMSELF.



scale and in a more finished manner, like Mr. Lionel Crane's cottage model, the expenditure is not more than a ten-pound note. A good many clients will think it wiser to incur such a reasonable charge than embark on building with the uneasy feeling that they have not taken from the drawings any real conception of what their house will look like when built. It should be understood, of course, that it is no part of an architect's duty to include the provision of a model without being reimbursed either for the charges he may be put to if he orders it from an independent model-maker, or for the time expended by one of his own assistants who may have a gift for such work. The cost of models naturally depends not only on size, but also on the complexity of the design which is interpreted. A large but simple Georgian house with four flat elevations and a plain hipped roof is naturally a cheaper thing to portray by model than a much smaller house with an irregular plan and a greatly broken roof-line.

It is by way of encouraging the use of models that in the COUNTRY LIFE Competition for a house to be built in Sussex, the designs for which are to be sent in by May 23rd next, a prize of Twenty Pounds has been offered for the best model submitted. W.

A BOOK ON HOUSE-BUILDING, *Every Man His Own Builder,* by G. Gordon Samson. (Crosby Lockwood.)

WE are naturally suspicious of a book of three hundred and fifty pages which offers a short cut to the very complicated business of building a house. Mr. Samson's attitude to his subject is summed up in the words, "I have endeavoured to show how any man of normal bodily strength can at need build his own house without the aid of skilled labour." The author seems to have the colonist in mind, as he relates his own experience in Cape Town many years ago. As a result of his efforts some of the worst slums were removed, and that in itself is always an achievement. For the man who is going to take up back lands in Canada, and must rely on his own right arm to provide a roof over his head, the book is likely to be useful. It tells simply and clearly how walls are built, how concrete is mixed, how tiles are laid and grates are set. In this country people will be better advised to rely on the architect and builder to create their homes.



TWO VIEWS OF MODEL OF GATE BURTON HALL, MADE IN STUDIO OF DETMAR BLOW AND FERNAND BILLEREY, ARCHITECTS OF THE HOUSE.

South of Ireland to the designs of Mr. P. Morley Horder. This was made quite roughly and quickly in the architect's office to give verisimilitude to the plans of a rather irregular house. This purpose it serves admirably, for, although it shows no detail, it explains the mass and grouping of the building as well as an elaborate model would have done. It should be added that its frail construction had suffered much battering from handling and travel before it was photographed.

Richard Elsam has been quoted as describing house models as "expensive toys," and so they may be if built to a large scale and with much detail shown in miniature. Such slight models as that of the Irish house cost no more than a few pounds, and even if made to larger



PAPER MODEL OF IRISH HOUSE: P. MORLEY HORDER, ARCHITECT.



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FURNITURE AT HORNBY CASTLE & HOLDENBY.

I.—AT HORNBY CASTLE.

By PERCY MACQUOID.

THE first Duke of Leeds, who caused the beautiful settees that were illustrated in *COUNTRY LIFE* on March 30th, 1912, to be made, commenced the collection of fine furniture that was eventually taken to Hornby from Kiveton towards the end of the eighteenth century. Among these treasures, all so representative of distinguished taste, is a red lacquer cabinet with its original stand now given in illustration, which has a quite distinct character from the usual examples of this rare fashion, for the lacquered decoration is in silver, and the hinges, lock plates and handle rings are also of the same metal. The colour of the ground, too, is not of the crimson quality generally found on the inside portions of these cabinets that have been unexposed to the light, but is of the pale vermillion so frequently mentioned in Stalker and Parker's book as being the most

desirable of the three tints for red lacquer. The design outside the doors represents the usual pseudo-Chinese landscape in high relief, the inside being decorated with fantastic cocks and hens, drawn with great spirit and accuracy, the usual version of these lacquered birds being generally far less vivacious. It can be easily imagined that at the time of its manufacture this silver and pale scarlet must have been far more beautiful than the ordinary combination of red and gold; but, unfortunately, great difficulties attended the preservation of the silver, and in most instances it will be found that, where exposed to the air, the silver powder has tarnished. Occasionally a cabinet is met with, where the doors have been seldom opened, and then the silver will be found in its proper cool colour. The stand of the Hornby cabinet is original in design and of the same delicate colourings; but the silver having been heavily lacquered, no doubt with a view to its preservation, it has become quite golden in tone. The use of a large C-scroll to form the heading of the legs and their junction with the open-work



RED LACQUER CABINET AT HORNBY.

apron is ingenious; but a certain sense of weakness is apparent where the pendant joins this motive. Both the details of the frieze and masked pendant are late Louis XIV. in feeling, but the slender legs are purely English in type and of about 1720. This date coincides also with the style of the silver hinge plates, as the quatrefoil perforation of these seldom occurs after this date. Perfect specimens of English scarlet lacquer like this cabinet are extremely rare; much passes for English that in reality is Dutch, Spanish or Italian; but the groundwork of these will never be found of the clear transparent colour seen on the best specimens produced in this country. Black, too, is more freely introduced on the foreign red lacquer, which gives it an element of coarseness, and the raised relief is seldom so picturesque. This is clearly seen on the clock cases which were imported in large numbers from Holland, and by reason of the faces and movements inserted here are too often accepted as of English manufacture.

II.—AT HOLDENBY.

BY ALICE DRYDEN.

DURING all periods of cabinet-making exceptional pieces are to be found, the work of some craftsman who, though conforming to the prevailing taste, yet strikes an individual note. Such are several of the examples to be seen at Holdenby, and thus, while finding their place in the scheme of the house and its decoration, they are of interest to the student of English



FIG. 1.—IN THE FULL STYLE OF CHARLES II.

furniture. Of these pieces which arrest the eye by some unusual detail of ornament or construction, the earliest in point of date is the stuffed-back armchair in the full style of Charles II. The back is tall and has an easy backward rake; its framing is as richly carved as some of the cornices of the panelling of this period, while the even more elaborate and unusual cresting, in which amorini support a cartouche half hidden by foliage, must have overtopped the head of the occupant of the chair, as it was doubtless intended to do. The arms turn over and outwards over the scroll-shaped supports, both richly carved with acanthus which projects somewhat uncomfortably on the upper surface of the arm. The legs of the broken-scroll type, also clothed in acanthus, are remarkable for their connection by two patterns of stretcher rarely found together, an X stretcher

connecting all four legs and a broad front stretcher placed somewhat higher, between the front legs. The bare portion between the finish of the arm supports and the head of the whorl which starts the curve of the leg would have been originally hidden



FIG. 2.—BUREAU IN ENGLISH LACQUER.

by the full tufted fringes usual at this period. The spacious period of the eighteenth century is represented by some very well-chosen specimens, which include both its early vigour and its late refinement, avoiding, it is significant to note, the rococo of which we heard so much ten years ago. The bureau,



FIG. 3.—CHEST OF DRAWERS WITH SHELVES ABOVE.



of familiar shape, with falling front and large drawers, is interesting not from its pattern, but from its decoration in high relief with English lacquer of bold design. The subjects on the front are rocks, streams, bridges and Oriental houses and their surroundings arranged into a complete landscape of the willow-pattern plate variety (Fig. 2). The sides are decorated with a floral design. The lacquer is well preserved and the key-plates



FIG. 4.—WITH "MASK" KNEES.



FIG. 5.—SHELL AND SWAGS.



FIG. 6.—LATTICE AND CHINESE FRET.

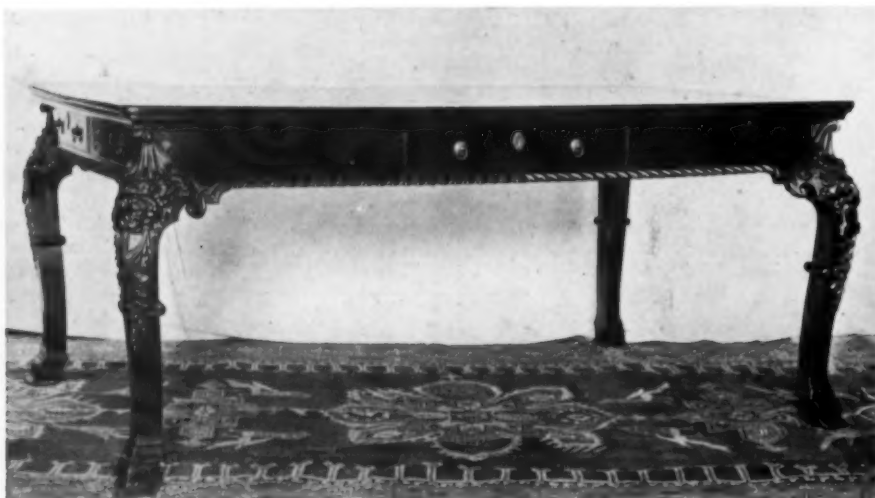


FIG. 7.—GILT TABLE WITH SCAGLIOLA TOP.

are of good quality. The two succeeding tables belong to the reign of mahogany, and date from about 1720-30. In the card-table (Fig. 4) with folding top, the line of the cabriole legs is nearly straight, their knees decorated with a grotesque foliated mask, and they are ringed a little above the club foot. The table in the hall (Fig. 7) is of fine workmanship. Long and low in its proportions, the legs are headed by a lion mask, above which is a shell which hips on to the frame. From this vigorously carved mask depend drapery swags and floral ornament. The edge of the frame is gadrooned, and small drawers are inserted in the centre and at the end of the table. Mahogany sideboards of this

side-table pattern were much used in the earlier half of the eighteenth century, when the wood had become popular, but they are rarely found with drawers.

The scagliola-topped side-table of soft wood carved and gilt (Fig. 7) was used both as a sideboard and as a decorative side-table in the hall, drawing-room or corridors in important houses. The design of these tables seems to have been the province of the architects of the early eighteenth century, and they bear the traces of learned design in their classic ornament and also in their monumental quality. The illustrated example shows little of the exuberance of the Early Georgian manner; the scrolling legs, ornamented with the characteristic fish-scaling and acanthus passing into ring-ornament, are connected with simple drapery swags, centring in a shell in the front. Such a table finds its place very satisfactorily in the two new rooms at Holdenby decorated in the style of William Kent.

A charming example of restrained Chinese influence is the little three-tiered cabinet on a stand, dating from about 1755-60 (Fig. 6). The stand itself is plain but for its card-cut lattice-work on the frame and the C-shaped brackets uniting this with the legs. In the two lower cupboards, again, ornament is absent; but the third is divided from the cupboard beneath by a decorated wave-ornament, while its sides are fluted and buttressed. The card-cut lattice of the frieze, with its dentil cornice, is surmounted by a broken-scolled pediment. The Chinese or fret-cut style does not, however, hold the monopoly of all the delicate work of this period. Nothing can be simpler and less ornate than the china shelves combined with a chest of drawers shown in Fig. 3. In the lower, or drawer portion, the fine brass escutcheons and handles are noticeable. The two shelves receive as their only ornament delicately carved brackets, consisting of a knot and crossed sprays. Above this are two more cupboards, divided by a recess with shelves for china, and a fretwork gallery completes this interesting little piece.

THE CARE AND REPAIR OF ANTIQUE FURNITURE.

THE title to these notes contains the best recipe for the treatment of old furniture; to repair it, if necessary, and take care of it. If a piece is to be bought, the purchaser will be well advised to deal with dealers having a reputation to maintain; such men may be depended upon to put a piece in proper order. There remains the collector who hunts around on the odd chance of a find. A piece obtained on the "collecting" method may be in bad condition; it must therefore be repaired. The piece should be left as original as possible. It is a mistake to plane or scrape down table tops because of a few scratches and then repolish. Repairs may be toned down, but sound, original work should be left untouched.

There is no special sanctity about dirt, and soap and water is as good for furniture as for people. When the piece has been "collected," from a rag and bone shop, perhaps, it is as well to make sure, by the use of paraffin or petrol, that one buys no livestock as well. Petrol and a dental syringe will kill any wood-worms. Nearly the most important point about old furniture is the treatment of its surface. If it is really old and in good condition, it will have a polish as lovely as the patina on an old bronze. Generations of dusters have made it different to the sticky horrors of the sham antique. Many a good piece is spoiled by having been varnished, or French polished, and the effect of a yellow varnish on an old walnut cabinet is completely to spoil the colour as well as the surface. This should be removed; and a safe method is to mix up dry

extract of soap powder to a thick lather and rub it on with an old shaving-brush, wiping it off quickly to judge the result. The moment the varnish is off, work must stop, or the wood will bleach and lose colour. The soapiness can be removed with a paraffined rag and the piece repolished. French polish is a comparatively modern method, and consists of shellac dissolved in spirit; the result being that too much material is needed to form a surface, and it is the shellac that is polished instead of the wood. The old method was to polish the material itself simply by friction. A little real beeswax, which is much greyer than the shop variety, dissolved in benzine, makes a good lubricant, but the real thing is plenty of elbow-grease. Quite surprising results may be obtained in this way, and it is wonderful what an accumulation of varnish, French polish, beeswax and dirt may be removed; carvings and inlays show to better advantage and all suggestion of stickiness is lost. Different sorts of furniture need varying treatment, but the keynote should be not to do too much.

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POLO NOTES.

THE PROGRESS OF THE MOVEMENT FOR AN ASSOCIATION.

SINCE last I wrote these notes matters have altered and developed a good deal, with the result that those of us who are in favour of an association are more convinced than ever of its necessity. The history of the movement up to the time of writing is as follows: Before any meeting had taken place, a very bitter attack, flavoured with an element of personality, was made on Mr. Buckmaster, and I am afraid some members of the Hurlingham Club cannot be wholly dissociated from this attack, which was not remarkable for good taste or temper. Mr. Buckmaster is by far the most notable figure of English polo, and has for some time been a member of the Hurlingham Polo Committee. From this he has resigned in order to take the lead in the movement for an association, and, of course, to depreciate him is so far to break the force of the movement. But Mr. Buckmaster has always been most desirous, both in words and acts—and this I have from the best authority—to avoid any collision with the Hurlingham Club. It was believed and hoped that the Hurlingham Polo Committee would co-operate willingly to develop itself into the council of a representative polo association.

THE REAL GOVERNING BODY OF POLO.

But when we get to close quarters we find that the real governing body of polo is not the Polo Committee of the Hurlingham Club, with its imperfect representation, but the General Committee, which only represents the Hurlingham Club. For when we really come to close quarters we find that the Club Committee and not the Polo Committee is the body we have to deal with, and this may prove a more difficult matter. Club committees are apt to be autocratic and conservative, and are not always conciliatory in manner. It may serve as an example of this if we say that if a polo manager for Hurlingham is wanted, the General Committee, whose knowledge of the game may be quite small, nominates the manager, and then, and not till then, informs the Polo Committee of its choice. If, then, the latter committee has so little power in its own department and so little honour in its own country, how can they expect to influence or rule the whole body of polo players?

THE JOCKEY CLUB AND M.C.C. ANALOGY FAILS.

These facts are important, because they entirely destroy the analogy between Hurlingham and the Jockey Club and the M.C.C. In the case of the Hurlingham Club polo is an appendage of a very distinguished club with many other interests. It is only one interest among many, and the welfare of the club and its duty to its members may, and often do, come into collision with those of the game. For example, let us take the case of the County Cup matches. These were clearly within the province of the Polo Committee. The club were asked for the use of their ground for a week in July for the finals and semi-finals of the County championships. They refused because their own members would be deprived of play to which they had a right. The duty to the club came into collision with the general welfare of polo, and the latter went to the wall. Other instances could be brought forward; but the fact that all members of the Polo Committee must be members of Hurlingham is another instance which is well known, and is recalled here in order to point out that the club's interests must stand first as things are, and that representation on these lines must always tend to give the club an overwhelming majority on any disputed point.

THE PRESENT STATE OF AFFAIRS.

At present then, the Polo Committee being really powerless, as we have seen, the County Polo Association stand face to face with the General Committee, who will be prepared to meet them about the end of April. If this delay is utilised by both sides in preparing schemes on which discussion can take place it may not be without its value in the settlement of a difficult question. But one result seems to stand out quite clearly, and that is that the General Committee of the Hurlingham Club must have no more to do with polo affairs outside the limits of their own club.

HURLINGHAM AND POLO.

We have said and felt that the services of Hurlingham to polo have been great in the past, but we need not therefore forget that Hurlingham almost owes its existence and much of its prosperity to the game. It is true that Hurlingham started as a pigeon-shooting club, but if they had depended on pigeon-shooting they would have broken up long ago. The committee were content some years ago to spend some money and to risk a rupture in the club in order to close the pigeon-shooting department of the club. There was a time when Hurlingham and polo were synonymous, but the services of the club to the game have necessarily ceased for some years since other clubs have come into being.

RANELAGH AND THE EXPANSION OF POLO.

For when, in 1895, the Ranelagh Club, full of vigour and enterprise, took up polo, the game received, as it were, a fresh start. I well remember how at this time the physical impossibility of playing more games on the Hurlingham grounds threatened to bring polo to a standstill. There was, of course, no possibility of giving up a ground for regimental games, and the Royal Horse Guards, who were obliged to find a ground in London during the time they were stationed there, were faced with the impossibility of training their team for the Inter-regimental Cup. The problem was solved by the Ranelagh Club, and the Household Cavalry made Ranelagh their headquarters for polo for some seasons. The committee of the club set to work with a will and they made a second polo ground which is little, if at all, inferior to the old ground. This latter was greatly improved and enlarged in the autumn and winter of 1895. It was levelled and new arrangements for watering were made which were amply tested by the dry summer which followed. Then the club made two other grounds, and they were soon insufficient. It cannot be said that Hurlingham encouraged the new club, but it flourished exceedingly, and from that day to this the Ranelagh Club has never ceased to work and spend in the interests of polo. A very considerable proportion of the large sums of money expended by the club have been devoted to increase the opportunities for play and for the convenience and comfort of polo players. There are now four pavilions, four polo grounds and a practice ground, and four rows of stables, every one of which is eagerly taken up by polo players. The revival of Army polo may be largely attributed to the establishment of the Aldershot one-day tournaments, the Subalterns' Cup and the Army Cup. The grounds are always at the service of regiments wishing to play off ties of the Inter-regimental Cup. The expansion of polo in London coincided with the success and growth of the Ranelagh Club, for Roehampton, with its three excellent grounds, was the direct outcome of the growth of the game at Barn Elms. Ranelagh, too, was the only one of the London clubs that foresaw the value to the game of county polo, and if the idea of the County Polo Week came from Hurlingham, yet the success of that idea is greatly due to the Ranelagh Club Committee, which not only accepted the idea, but made it by every means in their power the thorough and remarkable success it became, even in the first season. Through circumstances, and, I cannot help saying, in consequence of a certain inability to take wide views and realise their own position and opportunities, the Hurlingham Club has neglected and, in some cases, discouraged the expansion of the game of polo. Those who will not rule when they have the opportunity will find the capability of rule slip from them, and those who neglect their duties are abdicating their power. The Hurlingham Club, if they should decide to oppose the formation of an association, must trade on their past and build on sentiment and associations which grow weaker as each new generation springs up. The Polo Association has on its side reason, the future of the game and, in fact, all practical considerations. To Hurlingham it is still possible to take the lead and exercise a real power instead of an imaginary one. But the Hurlingham Polo Committee is powerless against the General Committee of its own club, and ineffectual to control and restrain the growth of polo, for its constitution renders it vacillating and ineffectual. It is hard to see how the committee could make or enforce a new rule in the present state of affairs.

THE HURLINGHAM CLUB PROGRAMME.

The Hurlingham Club, which has hitherto been cramped by the possession of only one ground, and one that was short of size, has now a second full-sized polo-ground, and one which has a splendid surface and is noted for its rapid recovery after rain. This will make the final programme of the club fuller and enable Major Blacker to work out his tournaments without so much consideration of the state of the weather as heretofore. As for the main features of the season's programme, we note that the tournaments which have helped to make the club famous are in their places. The championship is fixed for June 24th to June 28th—that is, the week after Ascot—and the Inter-regimental is to begin on June 30th and close on July 5th; so that the last week in June and the first in July will make a most exciting fortnight. By that time the international matches will probably have been decided, and we shall be free to fix all our attention on our own two great tournaments. In the Social Club's (May 27th) and the Whitney Handicap Tournaments Hurlingham has two most interesting contests. If the holders of the former defend their title, then we should have a most interesting match. The Argentine Club, led by Mr. Schwind, won the cup last year. The Whitney Cup has an especial interest as being the first tournament under the revised handicap of the season. The final, it may be noted, will this year be played at Roehampton. X.



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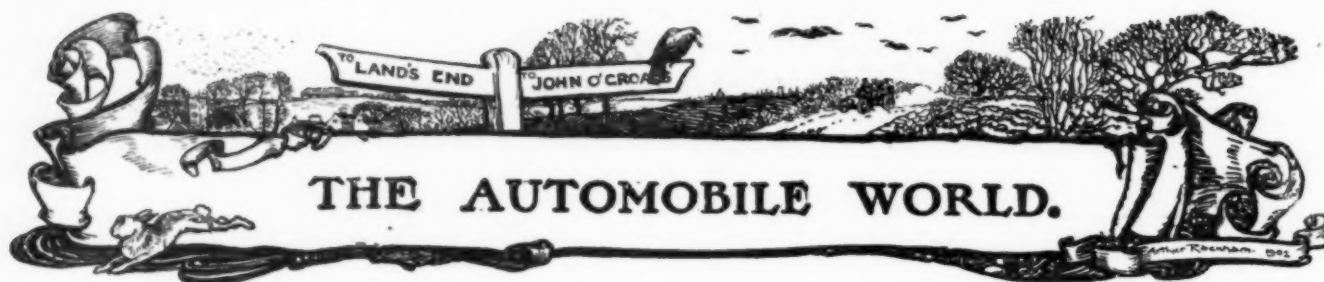
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RANDOM COMMENT.

IT would be interesting to know what are the precise reasons which have led the governing body of the Society of Motor Manufacturers to ban the proposed Isle of Man Race. It appears that the original proposal of the R.A.C. was for a race for cars which would have been constructed specially for the event, and that the society disapproved of the scheme on the ground that insufficient time remained for the machines to be built. Rather than break faith with the Isle of Man authorities, and in deference to what seemed to be a fairly general desire for a resumption of the series of Tourist Trophy contests, the club then put forward rules for a "stock car" race to be held in September next. It was stated at the time that the society, while giving no official support to the event, would not place any obstacle in its way; but it has now leaked out that a definite ban has been placed on the race, and that firms who take part in it will incur such pains and penalties as the society can impose in regard to its exhibition and other matters.

It is, perhaps, more than a coincidence that the society's sudden change of attitude followed hard on an announcement by the R.A.C. that the American makers were taking a considerable amount of interest in the proposed race. Is it possible that the English makers, who presumably have a predominating influence on the council of the society, can have any serious doubts as to the ability of the standard British car to beat the cheap American machine on such a trying course as three hundred miles of the Isle of Man roads? If so, one can possibly understand the ban

and the silence of the society as to the reasons for their decision, which is doubtless based on purely commercial as distinct from sporting considerations.

Whatever the explanation, the action of the society is certain to arouse a good deal of criticism, and the result of the ban may well be precisely the reverse of what is intended. It is hardly likely that the R.A.C. will tamely accept the rebuff which the society has offered to it, and efforts will doubtless be made to hold the race in spite of the official trade boycott. It may happen that the American firms will realise that a unique opportunity is presented for demonstrating that their standard cars, turned out by tens of thousands, are made of stouter stuff than is supposed by many people. A really good American performance on the Isle of Man course could only be discounted by better results shown by British cars; but the action of the society brings within the range of possibility a good entry of American cars opposed by an unrepresentative selection of British-built competitors. The wiser course, one would have thought, from the point of view of the home industry, would have been to have used every effort to secure the entry of all the standard British cars most likely to do themselves credit in that most trying of all tests, a long-distance road race, and thus to have made the victory of a British car as certain as possible. As it is, the Tourist Trophy Race for 1913 may quite possibly go to an American car, and thus give a further impetus to an "invasion" which is only too apparent to everyone who uses the roads.



Ward Muir.

ON A MOUNTAIN TRACK.

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Judging from an official statement just issued, the Road Board is finding itself able somewhat to accelerate its disbursements to highway authorities. During the first quarter of the year no less than £237,199 was distributed, a very large proportion—£178,098, to be exact—going, as usual, towards the cost of road-crust improvements. In the latest return the item "construction of new roads and bridges" figures more largely than on any previous occasion, as a sum of £44,500 is put down under this head, whereas the total expended by the Board up to the end of 1912 for this purpose was only about £16,000. One may presume that schemes for new roads and bridges take some time to mature and that the large grants made for these objects during the last three months indicate that the Board is now entering upon a period of greater activity in regard to new construction as distinct from the improvement of existing means of communication.

The work of the Board would attract far more attention and prove of much greater interest to road-users if details were given of the precise objects for which the grants were made. At present, the quarterly statements merely set out the sums received by the various local authorities, and the class of work—e.g., road-crust improvements, road diversions, etc.—to which the grants are to be devoted. I fancy that motorists would pay their car licences and the petrol tax with far less reluctance if they were kept more fully informed as to the manner in which their money was being expended. It would be a distinct comfort when reaching a long stretch of smooth and dustless tar-macadam, where previously there had been a badly pot-holed gravel road, or a broad flat bridge in place of a narrow, hump-backed structure to which one had always been accustomed to know that one had contributed towards a much-needed improvement. Motorists could hardly carry in their minds a list of all the benefactions of the Road Board, nor could they recognise all the results when they met them on the road, but there are few people who would not take an interest in improvements in their own localities to which the Board had contributed. There are doubtless official returns giving the details in question, but they are not available to the general public, and the quarterly statements issued to the Press by the Board might well contain particulars of the principal works towards which grants have been made during the period dealt with. CELER.

THE MONACO MOTOR-BOAT AND AEROPLANE MEETING. [FROM OUR CORRESPONDENT.]

THE annual motor-boat regatta, terminated at Monaco last week, has not been productive of any sensational results as regards speed in the racer and hydroplane classes. In fact, the figures of former years have not even been equalled, and had the

Southampton Water, and the same applies to Mr. Hollingsworth's defender of the trophy.

Though one regrets, however, to see the chief prizes of the great Monte Carlo Meeting go elsewhere when, if form goes for



THE MONACO MOTOR-BOAT MEETING.

Sigma IV. winning the Coupe des Nations.

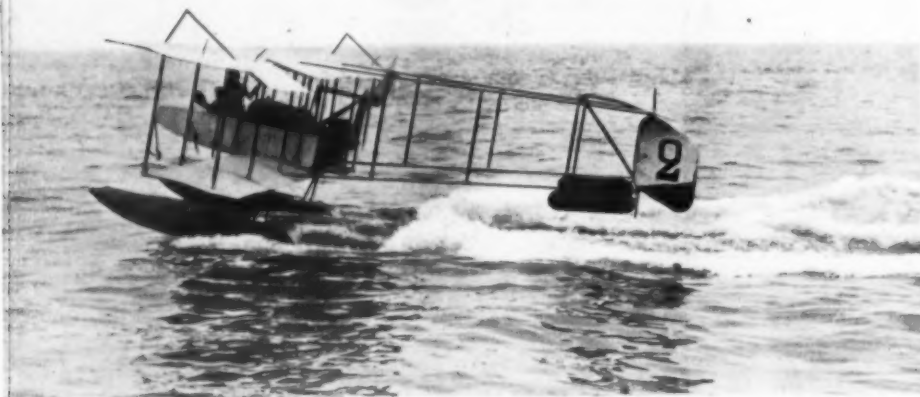
anything, they might so easily have been won by British boats, it is impossible not to commend Messrs. Mackay Edgar and H. Hollingsworth for following the more prudent course. It has been the work of years to bring the B.I. Trophy back to this country, and no other motor-boat event is important enough to risk the fortunes of the defending boats. The absence of Ursula from Monaco, though she is not eligible for the Trophy Race, has probably been a good thing for the sport. She has proved so superior to all competitors that, to a great extent, she has stifled the open racer class to which she belongs. The expense of building a boat that would have a chance against her is so great that no one has attempted it, and the class is filled only by craft that in no way approach the practicable limit.

The more open character of the racing this year may result in better support in 1914; but we are inclined to think that the future success of the larger racer class, at Monaco as well as elsewhere, lies in restricting the engine dimensions as well as the length of hull. We regard the Italian boat, *Le Quatre*, as possessing a motor approximating the desirable limit. It is a big four-cylinder F.I.A.T. The writer believes the bore to be 155m.m., and an engine of this size, even if given a stroke limit of, let us say, 250m.m., is amply big enough to produce a boat of thirty-five to forty knots; in fact, a year or two of keen racing with a restricted class such as this would probably lead to the attainment of very much higher speeds.

The possibilities of restricted classes were most clearly demonstrated at Monaco in the 21ft. class of the B.M.B.C. These little boats unquestionably provided the best racing of the meeting. Fuji Yama and Cockle Shell, sister boats, designed by Cox and

King, built by S. E. Saunders and fitted with Sunbeam motors, may be said to share the honours for speed with the Wolseley-engined *Angela II.*, the latter being of Saunders design as well as construction. On the long courses that form so excellent a feature of the Monte Carlo Regatta, the racing between these boats proved exceedingly open in character, and the speeds attained, compared with the larger classes, were extraordinary. Fitted with engines of only 151 cubic inches capacity, these little boats over and over again proved their ability to run at well over twenty-six knots. They made a number of laps at twenty-five knots, and compared with their performances the thirty-one and thirty-two knots of the big racers and hydroplanes seem very poor. In the big race for the Coupe des Nations, over 150 kilometres, Dr. Morton Smart's *Angela II.* averaged, in round figures, twenty-five knots, while the best lap of the fastest boat, Santos Despujols,

only just exceeded thirty-two knots. Another performance in the 21ft. class that deserves to be recorded is that of Irene, one of the two Austin 21-footers. Apparently, great pressure of work of a standard nature prevented this last-named firm getting the



HYDRO-AEROPLANES AT MONACO.

A Henri Farman biplane running preliminary trials.

Duke of Westminster's veteran Ursula been present, she would have had matters all her own way. Still more would last year's winner of the B.I. Trophy, *Maple Leaf*, have had an easy task at Monaco were she not being kept in reserve for the great contest in August in

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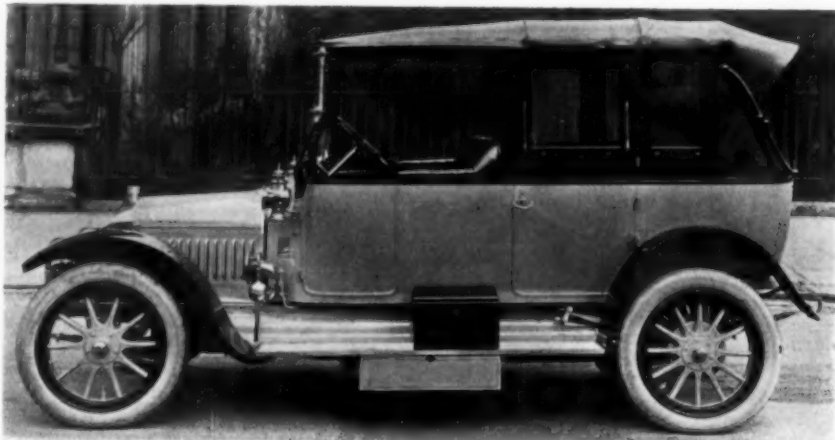
special racing engines for the class into proper order in time for Monaco. But though far from developing the power of which they are really capable, the possibilities of these engines will be understood from the fact that Irene completed the 200-kilometre course for the Championship of the Sea, which, perhaps, is one of the best proofs of reliability a small racing boat could give.

Regarding questions of design, the most notable feature of the Monaco Meeting is the close resemblance that now exists between hydroplanes and boats nominally of the displacement type. All the so-called displacement boats are, in fact, stepless hydroplanes; they have the same hard chine, the same type of section and, in fact, differ only in the presence or absence of the step. Probably the most notable example of the stepless hydroplane at the meeting was the Tellier boat, *J'en Veux*. Except for the absence of the step, she differed in no way from the Tellier hydroplanes *Sunbeam* and *Vonna*, and she rose as much on the top of the water as any hydroplane the writer has ever seen. The design is easily described. The sections, except the first third of the length, are practically flat, with a hard chine from end to end, and bow sections of a hollow "V" form. The greatest beam is about amidships, and the stern is comparatively narrow.

Mention of *Vonna* and *Sunbeam* brings up again the question of the B.I. Trophy, the former being a challenger, while the engines of the latter may possibly be seen in a defender. *Vonna*, it will be remembered, has two six-cylinder Clement-Bayard motors and, though she did nothing notable at Monaco, has the makings of a very fast boat. The trouble lay in the installation. The system of spring suspension and shock-absorbers used to support the motors proved quite unable to withstand the strains of racing, and I shall be greatly surprised if the principle has not been discarded when the boat makes her appearance in Southampton Water. The performance of *Sunbeam* was disappointing. The chief trouble, apparently, was the blowing out of plugs; but, in the writer's humble opinion, it is useless to try to produce a

high-powered racing boat by multiplication of small cylinders. Experience has proved several times that the best way of attaining high power is to build an engine of big bore and stroke.

Regarding the hydro-aeroplanes, not very much can be said, exigencies of the post and Press arrangements making it necessary to write these words before the tests are completed. It is now well known, of course, that a large number of floats collapsed when coming in contact with the waves on making a descent.



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The result is one that most motor-boat-builders could have prophesied, for the floats have not the freeboard or lifting power in their bows they should possess. Again, any hydroplane designer, looking at the under-water form of the floats, will appreciate that some of the principles of "planing" are not yet understood by the makers of the floats. But if there is clearly room for improvement in the design and construction of the floats, the behaviour of the hydro-aeroplanes when running on the water is remarkably good, and promises exceedingly well for the future of the marine type of aeroplane. There is not nearly the amount of rocking



TOURING TALKS. No. 2.

It would not be a rash matter to assert that the most popular road in the kingdom is that leading from London to Portsmouth. Every town, doubtless, has its favourite road, but the vote of the Londoner would be given to the Portsmouth (or "Ripley") road. Why this is so cannot be explained to those who have not been upon it, except by generalities such as "magnificent scenery" and "grand surface." But the fact remains, and anyone who doubts it should stand on any fine Spring morning beside the famous highway, and note the thousands of tourists—motorists, motor-cyclists, and cyclists—who pour down it in search of recreation. Yet it is strange to think that thirty years ago this road, with its splendid heaths, its wide views, and its historic buildings—such as the ruins of St. Catherine's Church, between Guildford and Godalming, which appear on this page—was practically terra incognita, except to the hardy bicyclist on his solid tyred machine.

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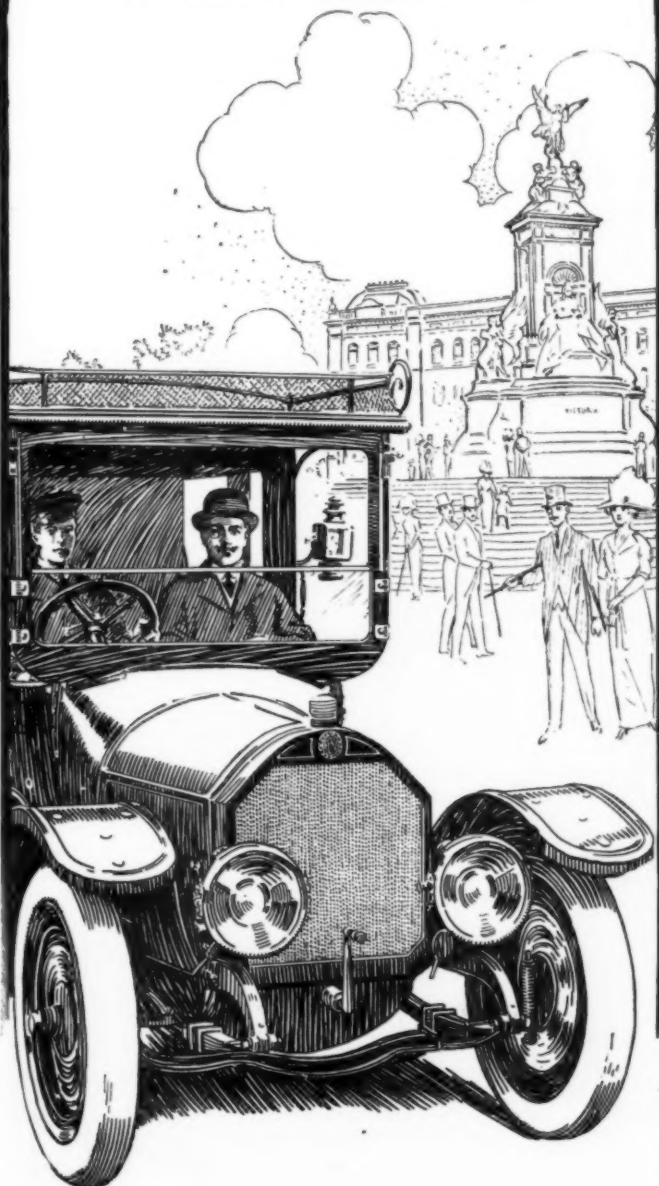
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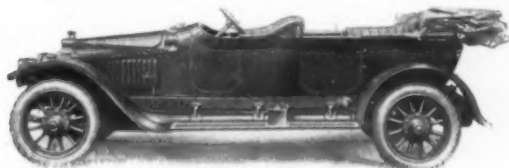
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But to realise just what sort of a car it is that surpasses the previous best of the Vauxhall works, a trial drive is indispensable. If that satisfies you, we shall be able to deal promptly with your order and give early delivery. Can you come to Great Portland Street to-day?



Vauxhall-Newmarket torpedo de luxe. Chassis, 25 h.p. 4 cyl., £465. Body £120.

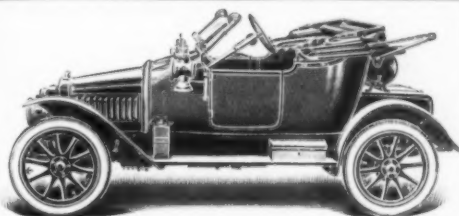
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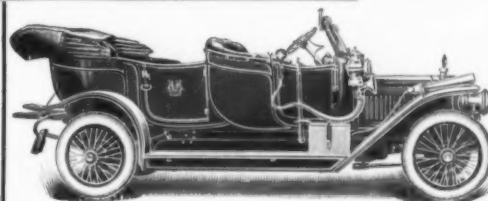
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HIGH-CLASS MOTOR
BODIES built for all
makes of Chassis.

or tendency for the wing tips to touch the water one would have anticipated, and it was remarkable to watch the more successful machines riding on the long swell of the Mediterranean. At times a machine would disappear behind a wave crest, but the next upward heave showed it riding easily and quite unharmed. A well-designed aeroplane has a beauty of its own when seen in the air, but a marine aeroplane riding on the water is an even more impressive sight. Viewed from the height of the Tir aux Pigeons, the machines looked like gigantic gulls with wings outstretched,



A LIMOUSINE BY MANN AND EGERTON.
Fitted to a 25 h.p. Knight-Panhard chassis.

and it needed very little imagination to picture the pioneer machines of the Monaco Meeting multiplied into vast fleets that may well prove deciding factors in the naval actions of the future.

One other point. The accidents and breakages incurred in alighting on the water were numerous and extensive, and on land some of the equivalent incidents would certainly have ended fatally. Yet, happily, up to the time of writing, no accident has ended seriously for the pilot, and this, when one views the long list of aeroplane disasters of the past, goes far to convince one that the future of aviation lies at least as much upon the water as on land.

TAR-STAINS ON COACHWORK.

THE tar-painting season has already commenced, and the first spell of really dry weather will see many miles of main roads in the country rendered temporarily unfit for the passage of any private vehicle. Some road authorities are careful to carry out their tarring operations in a manner which causes the minimum of inconvenience and damage to traffic, but there are others who persistently neglect even the most ordinary precautions. It is a simple matter to treat only one-half of the road at a time and to cover the tar as soon as it is sprayed or brushed on the surface with an ample protecting covering of sand or road-sweepings. Too frequently, however, the entire width of the road is coated at the same time, and long stretches of fresh tar are left bare, to the serious detriment of every passing vehicle. How far local authorities are responsible for damage done to carriage-work in such circumstances does not seem to have been decided in the Courts, but we should imagine that a good case for compensation could be made out by a motorist whose car body had been ruined by passing over an unprotected stretch of fresh tar. In the case of paintwork of a light shade it is almost impossible to remove tar-stains without damaging the varnish; but much can be done if the spots are tackled with a soft rag and plenty of vaseline or butter before they have time to harden. Only the gentlest rubbing is permissible, and each stain must be dealt with separately and in a painstaking manner. It is much wiser,

if a stretch of fresh tar is encountered on the road, to turn and make a detour. If the tar must be negotiated, speed should be reduced to a walking pace, which should not be increased until at least the major portion of the tar picked up by the tires has been retransferred to the road.

THE UTILITY OF THE SMALL CAR.

Makers of inexpensive two-seaters are finding an unexpected market for their wares among owners of large and high-priced cars. Two or three years ago few motorists owned more than one car, but the idea is rapidly gaining ground that the possession of a second machine of the runabout type may actually make for



The ARGYLL 1913

YEAR



1913 Sees the unequivocal triumph of the Argyll.

THE success of the Argyll Single Sleeve Valve Engine since its introduction at Olympia 1911 is all-sufficient evidence of its thorough reliability, absolute efficiency, silence in running and economy in upkeep. Developing an actual h.p. 100 per cent. above nominal, it provides a magnificent reserve for use when needed. *The Argyll is the speediest and sweetest-running engine yet devised.*

The Argyll Stream-line design is noted for its dignity and elegance, whilst the coach-work has been aptly described as "the finest in the world."

To these super-excellences of the Argyll is now added

The Argyll diagonally compensated four-wheel braking system.

Braking on all four wheels is a comparatively simple problem, but braking all four wheels in such a manner that side-slipping and skidding is entirely avoided is exclusively an Argyll achievement.

The brakes act simultaneously and evenly on all four road wheels, reducing the tear and wear on tyres and mechanism to a minimum.

The fear and danger of skidding is displaced with a confidence and sense of security known only to those who are the fortunate possessors of an Argyll.

Let us demonstrate this Braking System to you on your own roads.

1913 Models, with full equipment, ready for the road.

12/18 h.p. 4 cyl. Poppet Valve Car ready for the road,	£375 (without equipment £345)
15/30 h.p. 4 cyl. Sleeve Valve Car " " "	£575 (" " £525)
25/50 h.p. 4 cyl. Sleeve Valve Car " " "	£750 (" " £700)

All are equipped with one man Hood, Double Deflecting Wind Screen, 3 Lamps, Horn, Tool Outfit, Number Plates, 5 Detachable Wheels, and 5 Grooved Dunlop Tyres, etc.

ARGYLLS LTD., Head Office and Works, **Alexandria, Scotland**

London Showrooms: 6 GREAT MARLBOROUGH STREET, W.

And at Glasgow, Edinburgh, Dundee, Cardiff, Liverpool, Newcastle, Hull, Manchester, Leicester, Leeds, etc.



Rudge Multi

THRAPSTON.

28th February, 1913.

DEAR SIR,

As I am about to order my second Motor Bicycle from you, I feel that this is a fitting opportunity for thanking your firm for all its kindness and consideration to me in the past. As you know, I have for the last 2½ years been using a Rudge for professional work, and ride in all weathers, and over some of the worst possible roads. I have travelled something between 12,000 and 13,000 miles and have only had one stop through mechanical breakdown. As to expenses, I have only spent about 20/- per annum on repairs (chiefly cleaning cylinder, as I believe in plenty of oil); the actual running expenses amount, as nearly as I can tell, to three miles a penny. I consider that no praise is too high for your bicycles, and the fact that I am now ordering another from you is, I think, evidence of my opinion. I shall be pleased to answer any questions that prospective purchasers care to ask on the telephone (my number is 27 Thrapston). I cannot promise to answer letters as my time is fully occupied.

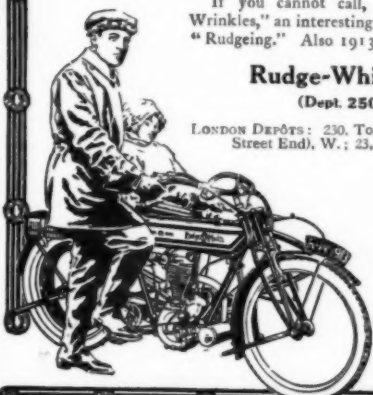
Please make any use you care to of this letter. I may add that I have driven motor-cars and cycles since 1905, and have never been on so efficient and mechanically correct a machine as the Rudge Motor Cycle.

Yours sincerely,
(Signed) J. EATON LASCELLES.
M.R.C.S.Eng., L.R.C.P. Lond.

If you cannot call, let us send you "Rudge Wrinkles," an interesting book giving all details about "Rudgeing." Also 1913 Catalogue, post free from

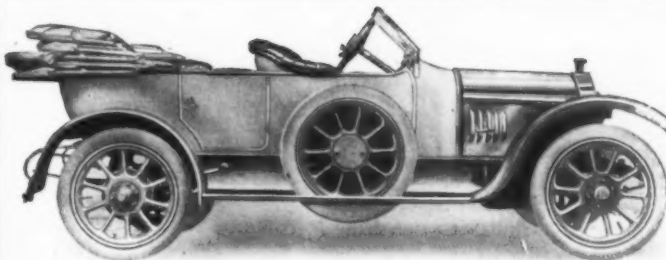
Rudge-Whitworth, Ltd.
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LONDON DEPOTS: 230, Tottenham Court Road (Oxford Street End), W.; 23, Holborn Viaduct, E.C.



By Appointment
Cycle Makers to
H.M. King George.

R 178



If it were possible to design and build a better car of its class than the

SINGER 14 h.p.

to sell at the existing price, we would do so; but the Singer Fourteen already stands upon the highest plane of excellence for quality of design, material and construction, and its record shows its working worth.

Experts are agreed that in its class this car is, in every way, a finer production than anything previously offered to the motoring public.

Chassis Price, £315 With 4-seated Touring body, £375

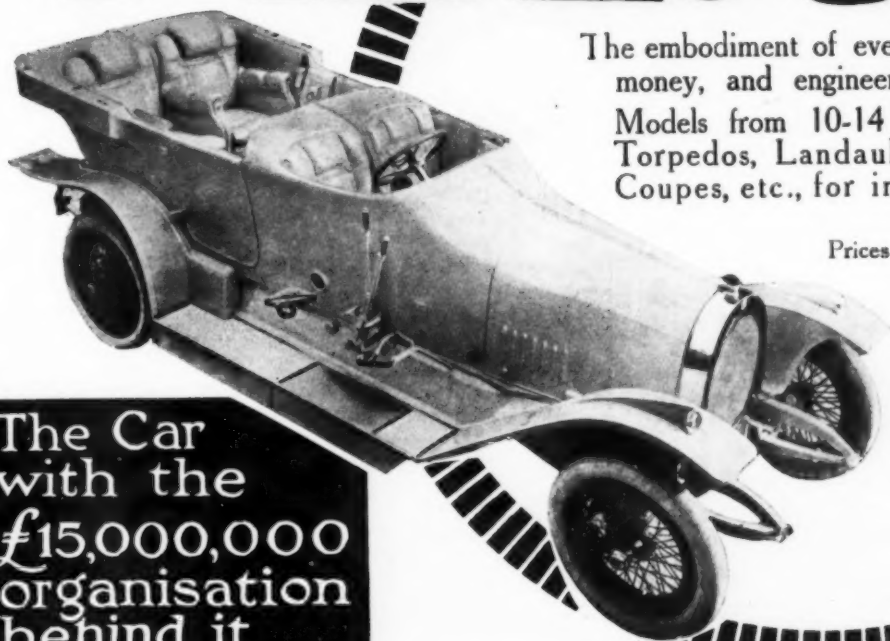
OTHER STANDARD MODELS	15 h.p. 5-seater	£430
	20 h.p. "	£485
	20 h.p. long wheelbase, 5-seater	£495
	25 h.p. " " " "	£585

SINGER MOTOR CO., LTD., COVENTRY

LONDON AGENTS:

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N.A.G.



The embodiment of everything that science, money, and engineering skill can devise. Models from 10-14 h.p. to 50-60 h.p. Torpedos, Landauettes, Limousines, Coupes, etc., for immediate delivery.

Prices complete from £350

**THE BRITISH N.A.G.
MOTOR CO., LTD.,
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Charron

Alert, yet calm—with every part attuned to perfect harmony, the Charron obeys the slightest wish of its driver with an ease and smoothness that proclaims its supreme perfection.

15 h.p. Chassis £315. Catalogues free on request. Trial runs by appointment. Charron Cars, 33, Wardour St., London, W. Telegrams: Automoteur, London. Telephone: 1426 Gerrard.



THE BEST "NIGHT LIGHT"

for your car is undoubtedly that supplied by the

DUCELLIER ELECTRIC DYNAMO INSTALLATION

The only Dynamo with a guaranteed output of 200 watts.

The only Dynamo that can be worked without accumulators if necessary.

The voltage of the current generated is constant at all speeds. Entirely free from any mechanical parts which require adjustment.

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Comprising dynamo, battery (60 amps.), switchboard with instruments of precision, and five lamps.

OUR BOOKLET NO. 2 WILL GIVE YOU ALL PARTICULARS

Just to remind you. We repair all kinds of lamps, horns, accumulators, magnetos, etc.

Sole Agent—**A. A. GODIN, 1, RED LION SQUARE, HOLBORN, LONDON, W.C.**

"Gram—" Container, London." "Phone—6897 Central and 4627 City.
Sole Agents—**WILLIAM McGEACH & CO., Ltd., 28, West Campbell Street, Glasgow.**

D.D.C.

economy in the long run, especially in the country. Where only one car is kept it must be used for every sort of duty, whereas it is a matter of common experience that there are a dozen occasions in every week when a low-powered two-seater will perform the work required just as well as a big six-cylinder limousine. The latter will take half a day to clean after only a few minutes' use in muddy weather, and cost in petrol, tires and general wear and tear perhaps three or four times as much as the runabout. To use the big car for much of the work which it has often to perform might be compared to turning out the family coach to send the letters to the post. The second car should certainly be of the two-seated open variety, with hood and screen and a good platform for luggage at the rear. It should have as little bright metal-work as possible, in order to save labour in cleaning; and for the same reason it should be painted a colour which does not show mud or dust unduly. Designed generally with a view to hard work rather than for smart appearance, it will effect such a saving in labour, to say nothing of tires and petrol, that there are few chauffeurs who would not welcome its purchase, although it entailed the keeping in order of two cars in place of one.

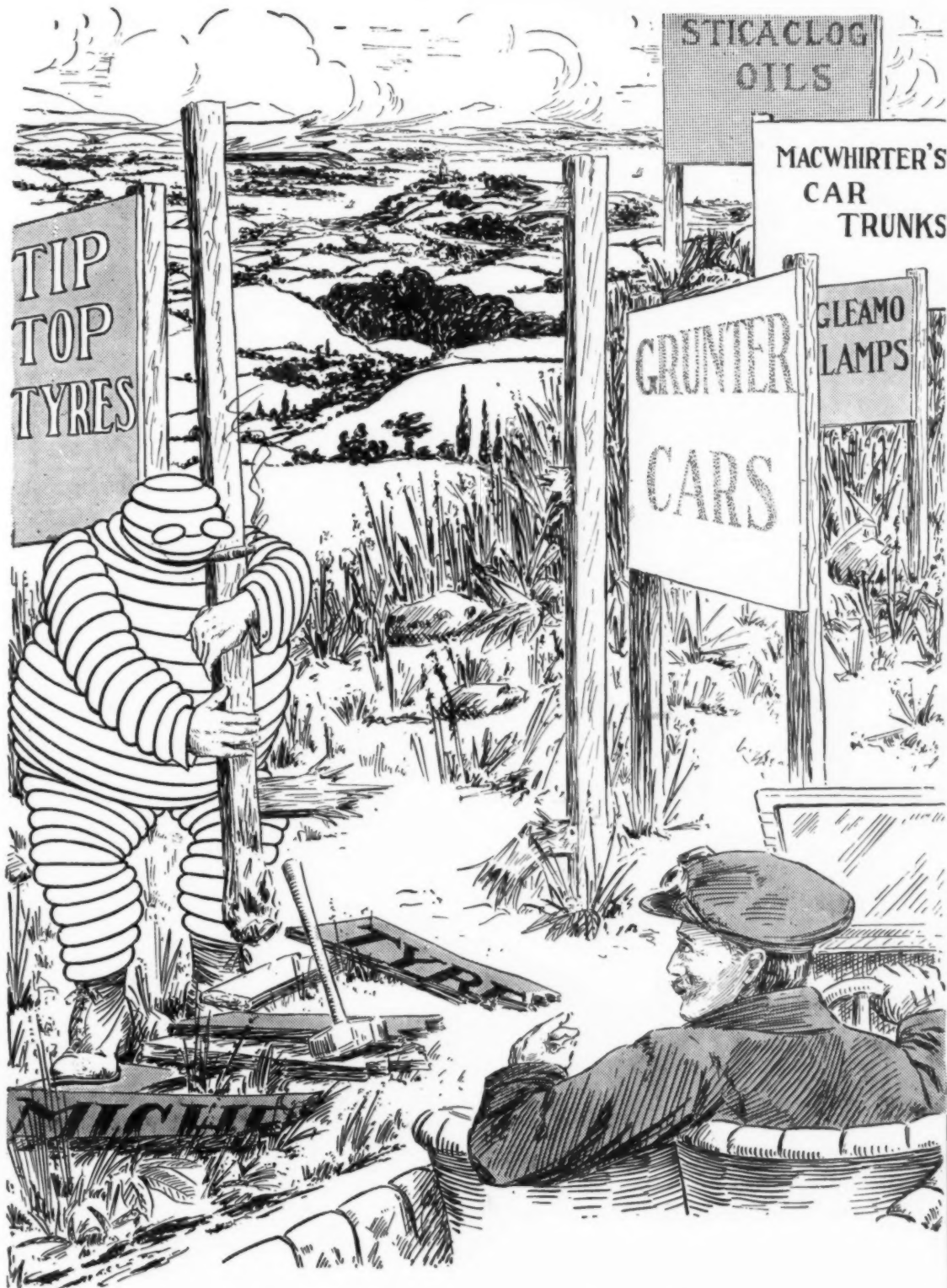
A BENZOL RACE AT BROOKLANDS.

The programme for the Brooklands Whit-Monday Meeting includes a race which is described as the "100 Miles Per Hour



A LANCHESTER COMPETING IN THE SWEDISH WINTER TRIALS.

Benzol Handicap," in which the cars will be required to use benzol in place of petrol. The first prize, offered by the Royal Automobile Club, will be £100 and a cup, while the Society of Motor Manufacturers and Traders and the Automobile Association are contributing the second and third prizes of £50 and £20. The race will doubtless attract considerable interest, as the spectators will receive ocular demonstration that cars can be run successfully on a fuel which at the moment is practically the only substitute for petrol on the market. Evidence will also be forthcoming in the paddock in regard to the alleged offensiveness of the exhaust gases given off by cars using benzol. From the utilitarian point of view the race would have been more instructive if the entries had been restricted to cars which had competed in the earlier events on petrol only, so that comparisons might have been made between the speeds attained with the two fuels without carburettor adjustments of a more serious character than could be effected between the races. Some comparisons of this nature, however, will probably be available, as a special cup is offered for the car whose speed in the benzol race compares most favourably with its speed in one of the other events. The remainder of the programme follows the usual lines to which visitors to Brooklands are accustomed.



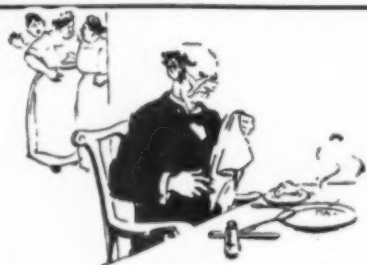
Bibendum Cleans the Country

The Michelin Tyre Company, Ltd., has ordered the wholesale removal of its road-signs, and the work is already in active progress. Thus, once again

MICHELIN

leads, as always.

MICHELIN TYRE CO., LTD., 81, FULHAM ROAD, LONDON, S.W.



Too many cooks spoil the broth

and too much advice perplexes the embryo motorist.

We could give you a technical treatise on the merits of AVON TYRES, but their performance—"over 19,000 miles on an 'AVON,'" says a recent testimonial—is sufficient evidence of their exceptional quality.

All we ask of you is to give

'AVONS'

a trial and let us know the result. We are confident that you will be more than satisfied—in fact, surprised and delighted.

LONDON: 19, Newman Street, Oxford Street, W

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MANCHESTER: 229, Deansgate.

GLASGOW: 197, Buchanan St.

BRISTOL: Bristol Bridge.

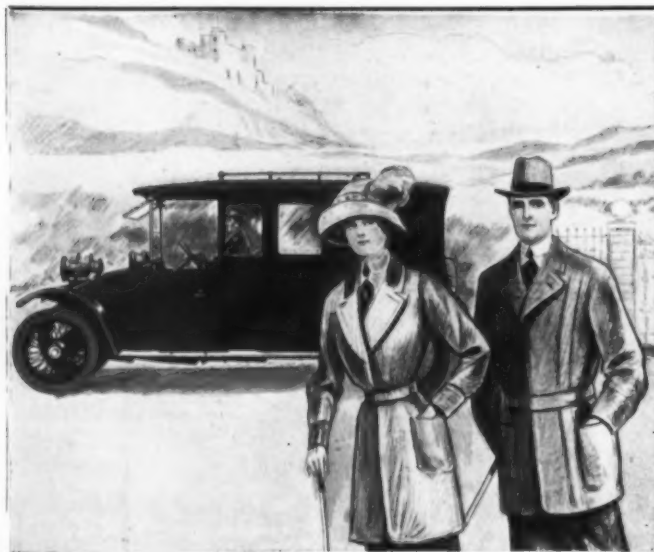
PARIS: 88, Avenue des Ternes.

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Telegrams: "Rubber, Melksham."



AVON "KURKUT" (Cure-Cut), for filling cuts and gashes in Covers. Sold in 11-tins



To the long established triumph of Lanchester engineering is added the varied ingenuity of Lanchester coachbuilding—which means comfort, convenience, luxury. The

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is unique for grace of outline and perfect refinement.

BIRMINGHAM,
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A ROAD-TESTING MACHINE.

That the Road Board does not confine its activities to the distribution among local authorities, at a somewhat slow rate, of the large sums derived from car licences and the petrol duty is perhaps hardly as well known as should be the case. Ever since its formation the staff of the Board has been indefatigable in studying questions of road construction and maintenance, so that its own funds and the money of the highway authorities may be spent to the best advantage. In order to gain experience as to the comparative wear-resisting qualities of different road materials, twenty-three experimental lengths have been laid down near Sidcup in Kent, twelve in parts of Fulham and five on the Portsmouth Road. Unfortunately, even where the traffic is very heavy, a considerable time has to elapse before any notable changes in the surface can be observed, and the Board has now discovered a method by which it can arrive rapidly at conclusions which it would otherwise have taken years to reach by experiments on the roads themselves. Colonel R. E. Crompton, the engineer to the Road Board, stated in the course of a paper which he recently read before the Institution of Automobile Engineers that the first large-scale "road machine" had now been constructed at the National Physical Laboratory, and was actually in operation. The machine consists of a building containing a circular track, on which experimental lengths of road can be laid down and tested to destruction by the passage over them of wheels driven by motors, and guided by a revolving framework. In order to imitate atmospheric and weather conditions, which play so important a part in road wear and tear, the track can be heated by hot air blown on to it, rain can be imitated by spray devices and the track can be artificially cooled to freezing point. The wheels can be made to carry any type of tire, plain steel, solid rubber or pneumatic, so that the effect of each on the road surface can be noted. The track has already been filled with four lengths of water-bound macadam made up in four different ways.

ITEMS.

To encourage drivers of privately-owned Napier cars to secure the best possible results in the way of running expenses, Napier Motors, Limited, have instituted a competition in which they will make awards, amounting to £150, to Napier drivers whose running records for a period of six months, from April 15th to October 15th, are the most meritorious. Particulars of the competition can be obtained on application to the firm at 14, New Burlington Street, W.

We have received the English catalogue of Bayard cars for 1913, the sales of which are controlled in this country by Bayard Cars, Limited, 98, High Street, Marylebone. Eleven cars in all are listed, ranging from an 8 h.p. two-seater to a 20 h.p. six-cylinder model. The 12 h.p., which is sold complete with hood, screen and full road equipment at £350, appears to be a very attractive small touring car. The firm's factory at Levallois was founded by Mr. A. Clement-Bayard, one of the pioneers of the motor industry.

We have received from Clement-Talbot, Limited, a booklet reproducing in an attractive manner a collection of comments on the Talbot car which have appeared in the Press. Copies of the booklet, which should prove of assistance to those contemplating the purchase of a car, can be obtained on application to the firm at Barlby Road, Ladbroke Grove, W.

Up to the end of March last a total of £1,130,722 had been distributed by the Road Board to various highway authorities. Advances by way of loan had also been arranged to the sum of £140,060. In addition further grants to about £1,579,438 had been indicated to highway authorities towards works of road construction and improvement. The recipients of the principal grants during the first quarter of the year were London (£51,600), Wiltshire (£34,700), Cheshire (£15,168), Norfolk (£15,343), Nottingham (£13,500), Leeds (£9,311), Oxford (£7,512), North Riding (£8,450), East Sussex (£8,877) and Southampton (£9,805).

For the practical motorist catalogues of motor accessories always possess a peculiar fascination, and the latest compilation of Messrs. A. Godin is no exception to the general rule. In its two hundred odd pages are to be found illustrations and particulars of every conceivable sort of car accessory and fitting ranging from a box of split-pins to a complete electric-lighting outfit. Among many novelties we notice a neat automatic window grip, which enables the window of a closed car to be fixed instantaneously in any position. The device supersedes the old-fashioned straps and catches, and can be easily fitted to any car.

A branch of the Avon Indiarubber Company, Limited, has been opened at 88, Avenue des Ternes, Paris. This is the sixth branch opened by the manufacturers of Avon tires since the beginning of 1911.

The Royal Motor Yacht Club will open the motor-boat-racing season with a two-day regatta at Whitsuntide.



106 miles in the Hour!

At Brooklands on the 12th inst. the 30 h.p. Peugeot was successful in setting up Further World's Records as follows:—

50 MILES

New record 28 mins. 18.65 secs., speed of 105.97 m.p.h.
Previous best 29 m. 2.5 secs.

100 MILES

New record 55 mins. 29.35 secs., speed of 106.4 m.p.h.
Previous best 57 m. 49.38 secs.

ONE HOUR

New record 106 miles 387 yards.
Previous best 115 miles 1,470 yards.

150 MILES

New record 1 hour 28 mins. 35.6 secs., a speed of 101.59 m.p.h.
Previous best 1 hour 31 mins. 52.06 secs.

**World's Records
SMASHED**
by the invulnerable

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Models for IMMEDIATE DELIVERY

6 h.p. Baby - 4-cylinder
12 h.p. Lion - 4-cylinder
12-16 h.p. Peugeot 4-cylinder
14-18 h.p. - 4-cylinder
17-25 h.p. - 4-cylinder
(Sporting model)
20-30 h.p. - 4-cylinder
25-35 h.p. - 4-cylinder

Investigate "The
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Catalogue free
upon request.

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G.D.O.




G·R

The Georges Richard Car

The King of Small Cars.


The "G.R." Car comprises, in itself, all the good points of the automobile engineering of every country. The ease and silence which characterize some cars—the accessibility and reliability which are the features of other cars—all are combined in their most perfect form in "G.R." Cars, together with a petrol consumption averaging

35 MILES TO THE GALLON.

And in addition there is just that touch—the "G.R." touch—which renders "G.R." Cars unique—different from—better than other cars.

But drop us a line and let us arrange a trial run—that will convince you of "G.R." superiority.

MANN & OVERTONS, Ltd.,
10, Lower Grosvenor Place, London, S.W.
and at
57, Whitworth St., West Manchester.






The BELDAM ALLRUBBER NON-SKID PATENT

Can You drive far and sure?

*F*AR and sure driving in both golfing and motoring are dependent upon one thing—principles. The golfer cannot drive far and sure unless his game is founded upon principles. The golfing motorist cannot drive far and sure unless his tyres are designed along principles—the principles governing rubber displacement. Beldam's are the only tyres so designed. Both types—the All-Rubber and the Rubber-Steel—

GUARANTEED 4,000 MILES MINIMUM.

Write for Illustrated Booklet.

Beldam Tyres, Ltd.,

Brentford,  Middlesex.

Godbold.



ABILITY OF STAGS TO HIDE THEMSELVES.

THERE is rather a curious point which comes out of the correspondence that we have had lately in connection with the question of the maximum age attained by the red-deer stag. One or two of the writers aver that the stalkers know practically all the stags that come regularly to their ground; they see them on the hill when out talking, or else when the deer come to winter feeding. That, probably, is a perfectly correct statement so far as it touches some forests, but it is quite true that it is not correct for all forests; and in that connection it is interesting to note what Lord Fortescue, long Master of the Devon and Somerset Staghounds, has to say about the deer on Exmoor, which he, of course, knows very intimately. "I do not believe," he writes, "in deer living to a greater age than sixteen or nineteen years, unless in exceptional cases. If they lived to anything like fifty, to say nothing of a hundred, they would be as plentiful on the moor as rabbits. At the same time, it is extraordinary how deer hide themselves. In October, 1881, we found and ran a big one-horned stag from Cloutsham, who beat us after a good hunt. That deer was never harboured or roused by hounds for four years, when we found him there again in October, 1885, ran him the same line and killed him. This was undoubtedly the same deer, and though I expect we saw him sometimes when we were hind-hunting, he kept out of the way all that time. Judging by the skull, I doubt if he ever shed his single horn, and I am confident he did not grow two in the year 1882. I do not know what happens to old deer, and never found anyone who could tell me. Some must die of old age, but it is not at all common for a deer's carcass to be found, unless after heavy snow, and such carcasses as are found are, oftener than not, those of young deer. I remember another curious stag, which had deformed hoofs and could not travel a bit, but he, too, kept out of the way for a long time. I only mention this to show that it is not very easy to keep deer under observation, even if they have some marked characteristics."

MORE COVERT FOR DEER IN SOME FORESTS THAN OTHERS.

Of course, the first comment that will occur to any reader to make is that the conditions on Exmoor are rather different from those on the Highlands, but whereas the stalkers are out on the hills only for a few weeks, the hunters in the South are out at all sorts of odd times. Perhaps the chances of a stag escaping notice, in spite of a peculiarity of head, are about equal in the two districts, though the chances of seeing him differ in kind. The winter feeding gives a better opportunity in the North, but then there is not winter feeding on every forest. Moreover, it is quite sure that there are many stags which haunt woodland that do not come to the feeding at all, even where it is done. And here we probably touch the real point, that where there is much woodland there is much more chance of a stag being lost for years together than on a bare forest which gives few or small hiding-places in its corries; and that is probably why it is that it can be truly said that it is virtually impossible for a stag with a peculiar shaped head to escape notice on one forest, whereas it is a thing that may easily happen, and no doubt does happen, on another. As for Lord Fortescue's observation of the rarity of finding a deer's corpse, we must remember that most animals creep away to shelter when death comes near.

WHERE HUNGARIANS ARE TURNED DOWN EVERY YEAR.

We hear, and we read, a great deal of discussion about the best way of turning out Hungarian partridges, and there is no doubt that some of the ways adopted are neither right nor intelligent; but on the other hand, there is a large variety of diverse methods which are, on the whole, fairly successful and achieve their ends. Now, it is a very common piece of advice that we should refrain from turning down Hungarians unless there is a real need for it—that is to say, unless the stock of native birds has been brought low by some bad seasons or by neglect of the ground or by over-shooting or too late shooting. That is a course which finds a good deal of acceptance. We may set against it, however, an account we have lately received from a keeper, of the manner in which he has, for many years past, managed a tolerably good partridge estate to

the satisfaction of his master. We say tolerably good, because a great majority of the land is in grass, and, considering that fact, the head of partridges maintained is distinctly creditable to the man in charge. He has been in the habit of turning down twenty-five brace of Hungarians every year for some while past. There happen to be a good many small woods or coverts on the estate, and his plan is to put the birds out on the edge of these woodlands in baskets, out of which they can run. He feeds them for a while in and about the baskets, and he finds that so long as he continues to feed them they will resort to the baskets, looking on them as their homes, and as soon as he desists from giving food in the neighbourhood of the baskets they quit them for good and scatter over the country, with which they have by this time grown quite familiar. Perhaps this is a mode more suited to grass lands than to arable, because it hardly ever happens on the grass lands that a very heavy stock is left. There are years in the arable districts in which it would seem quite ridiculous to turn down any more partridges, the numbers already on the ground for stock, even at the end of the season, being so large. But in any case this account has its interest, indicating a mode of using the Hungarians which is not the most generally advised, and yet has proved itself, in the circumstances, valuable. It has always, at least, the value of a yearly infusion of fresh blood.

PHEASANTS LAYING EARLY.

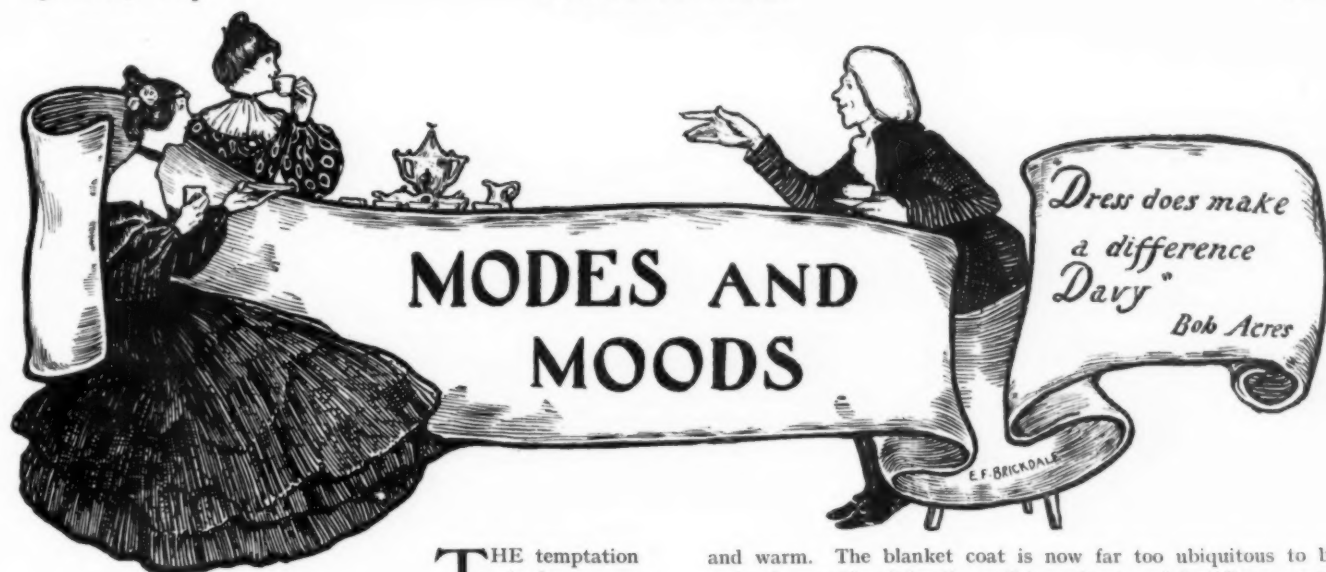
The mildness of the winter accounted, no doubt, for the reports which reached us of pheasants laying early—at Liphook, Hants, on Messrs. Robb and Martin's farm, during the week ending March 29th—and it is to be hoped that there will be no recurrence of the frosts experienced last week. The game-farmer is, of course, glad to be able to give early delivery of his eggs at the enhanced price, but he is never free from anxiety during the laying and rearing season, and very early laying, when accompanied by low temperatures, is apt to add to such anxiety. The demand for eggs is, we understand, very heavy this year, which all goes to prove that pheasant-shooting—the best of all shooting in the right country—is on the increase. It would be of interest to know the earliest date recorded of pheasants laying, and we shall be glad to hear from our readers on the subject.

CORRESPONDENCE.

ON WORKING UP A PARTRIDGE-SHOOT.

SIR,—I am indebted to you for your authoritative pronouncement in reply to my questions regarding the partridge's egg-producing powers. Of course, egg-laying is a physiological process, the same as nest-building. Nature says, "Nest and lay," and the partridge, like other birds, faithfully carries out that function; and while the partridge sticks to its tens, the guillemot as faithfully sticks to its unit. My reason for asking, "Can the partridge or any wild bird stop laying at will?" was that some explanation would be forthcoming of what is undoubtedly a wonderful power, and of what became of, say, the next two eggs in order of laying on the abnormal number, because they would be in a tolerably advanced stage of growth. It is also a curious physiological fact that the partridge must lay the allotted number of her clutch when left alone, as witness an egg or two laid days after the bird has resolutely resolved to brood. My supposed case is quite different from a nest robbed entirely, and the birds forsaking it and restarting to lay after a month or six weeks' rest and recuperation. Egg-laying being a function over which the bird has no apparent control, one wonders how it is possible, by taking the eggs as laid from, say, seven upwards, to force the production of more eggs than Nature had arranged the bird would lay in one clutch if left alone. I have no experience of penned-up birds that are better fed and sheltered, and may be more "fit" than those in a wild state foraging for themselves, nor do I profess having any but ordinary knowledge of the subject; but I have tried many little tricks with wild birds, and I must say I never succeeded in making a bird lay more than I have known others do occasionally when left alone. There is an old Scottish saying that "Gart girrs is ill to grow," but it is perhaps better not to be dogmatic in matters pertaining to the hidden recesses of Nature, for we have only to look at the evolution of our domestic fowls, which have been long under the dominion of man, and reckon the possibilities of having by careful selection a race of partridges that will—in the distant future—be both winter-laying and non-sitters. However, it would be very interesting to hear the maximum number laid by one bird, or a given number of birds, by the practice suggested—taking eggs from a laying mother—and if the abnormal are as fertile and if the chicks have the same vitality as the normal.—W. O.

P.S.—Since writing the above I have read the letter from "H." in your issue of April 5th. As the colour is in the shell, the colouring must be where the egg receives its shelly coat; therefore, to be technically correct, it is in the uterus, in the villous surface of which the secretion must lie.—W. O.



THE temptation is always very great at the beginning of the spring season to talk exhaustively of smart clothes. And, truly, these bulk large in importance. But there are other equally pressing matters in connection with sports attire. Tennis and croquet will shortly be in full swing; golf we have always with us, to say nothing of the river; and it is characteristic of the age that the girls and women who go in for sports nowadays do so with immense seriousness. Taking them as a whole, they are a refreshingly breezy community, free from migraine and nerves, and as keen over the cut of their skirts and coats and shirts as though these were open to competitive examination.

The amateur, or fresh-comer, very frequently errs—but I think we may consider ourselves safely through the crisis that came to a head last summer—in respect of the unduly tight skirt. Needless to say, none of the big sports tailors, such as Burberrys, ever countenanced the vogue. Quietly pursuing a course of recognised consistency, they contrived to turn out such costumes as smart in appearance as they were comfortable in fact. A Burberry sports suit is a possession no woman, for choice, ever lacks. For the coming season Burberrys have a host of new models on view at that wonderful establishment in the Haymarket, among which is the example illustrated. Made of tweed in game-feather colouring, the skirt of this suit is worthy of particular attention. Primarily, it buttons in practical fashion up the centre back and front, a style that in the hands of the ordinary couturière would, in all probability, represent the two-piece skirt. The authorities at Burberrys', however, dive a little deeper than appearance here, a fact that is affirmed in the skirt under discussion. Running down either side is a seam, a detail that entirely precludes any possibility of sagging, an unpardonable offence in a skirt destined for any sporting purpose. A law, unwritten but firm, demands that the hem shall set evenly all round, and, moreover, remain so. For the accompanying coat a Norfolk style is selected, and this is arranged with the requisite freedom of cut, while a band of the tweed passed under the pleats imparts a neat and trim finish to the waist. Then, as always, Burberrys supply a hat *en suite*, made of the same material as the suit, trimmed with one of their original game-feather mounts. Speaking of feathers, it may not be generally known that the firm are making a speciality of the most gorgeous Lancer plumes, specially dyed and shaded, to go with their lovely Gradation silk scarves. Smart hats of silk are provided for the mounting of the feathers, and at the coming representative race-meetings it is highly probable that these modish chapeaux will create a small sensation.

Another departure here that is well to the front comprises tailor-mades that are just sufficiently relieved from undue severity to be adopted for morning use in town. A great deal of attention is being bestowed on these suits, which are fashioned of various tweeds and cloths, also the famous Burberry Solax. The dressy tailor-made that really savours more of the modistic than the tailoring world is such a fetish that the simpler suits are becoming daily more difficult to secure. And it is in some sort to supply this deficiency that Burberrys have rushed into the breach. So the lover of the perfectly-turned-out plain coat and skirt, of irreproachable cut, fit and finish, knows where this is to be found.

Just one other item of interest here that must be chronicled without delay is the presence of a new sports wrap, one to be slipped on at the conclusion of a game. The material used for this is novel, and recalls tricot knitting, from which it will be inferred it is a loosely woven stuff, at once light

and warm. The blanket coat is now far too ubiquitous to be seriously considered by the well-turned-out and fastidious sports-woman, who cannot fail, however, to approve this offering of Burberrys.

The Fates forbid I should be unduly pessimistic so early in the season, but already there is beginning to be experienced a little satiety over the moire coat and skirt. Frankly, I do not see how



SPORTS SUIT SKETCHED AT BURBERRY'S.

the big couturières are going to keep even their expressions sufficiently exclusive to command attention, while the enterprising wholesale manufacturers contrive to flood the market with really extremely well-executed confections that range from about seven or eight guineas. Only the very, very few, I am afraid, will be inclined to disburse the large sums asked by the higher lights in the sartorial world. The success of the moiré suit is so absolutely assured that I doubt if, as a first-class vogue, it will last the summer through.

There is infinitely more hope for that heavy crêpe de Chine about which I spoke several weeks back. The "mat" surface of this is singularly attractive, and it tailors with the perfection of



THE LATEST EXPRESSION OF THE BASQUE.

cloth, while at the same time clinging to the figure as though it had been poured on wet. In contrast with it moiré has an aggressiveness that is inclined to irritate the eye. Nor does the soft satin charmeuse, charmante, or whatever their producers like to name it, show the least inclination to fall out of the running. There was a rumour current that brochés would be easily paramount in favour; but soft satin is steadily in the first rank, and is especially in request for the picturesque afternoon gown, with its pretty Medici lace collar, jabot and clever sash effects. And, by the way, there is every indication that clear net, black, white, or ivory, will be much used for the fragile corsage which is almost inevitably included with the *habillée* silk costume.

Quite a significant number of these little bodices have been brought under my notice, arranged for the most part with extremely long, close-fitting sleeves, finished at the wrist with an up and down ruffle of fine lace, divided in the centre by a rouleau of ribbon. They look, and in fact are, daringly ephemeral; but have, nevertheless, a charm that is quite indescribable, provided the figure they adorn is neither too stout nor too thin. But I think the majority of us have grasped how to wear the fragile blouse and bodice, and are likewise arranging our *au dessous* to meet the case. An important detail is a flesh-coloured Milanese slip, as soft and fine as though woven by fairy fingers, but yet all-sufficing. *La Mode* is surely "La Belle Dame sans merci," for she has entirely revolutionised the whole of our attire. There is absolutely no single garment left to us that reigned even at the end of the Victorian Era.

Over the simple shirts of the season I am disposed to sing a psalm of praise. Scarcely a week passes but the choice is further augmented. An effective scheme comprises a neat model of China silk arranged with an American yoke and perfectly plain front, which buttons down the centre with round coloured buttons about the size of a small cherry, to which is matched a crêpe de Chine tie, these same buttons being transformed into links for the cuff-finished sleeve. A great boon also to those who find the washing shirt a serious expense are some fashioned of coloured satin, the *chic* of these resting in a large measure on their distinctive harmony. The collar is usually of a quasi-Robespierre persuasion, and there is a complete absence of decoration other than that provided by buttons and cravat. In my modest opinion the coloured satin shirt has come in to mark an epoch.

In the case of the model with the short, slightly-fluted basque and semi-banded waist, a fine cloth is depicted with Bulgarian embroidery for the quaint crossed vest, the *broderie* appearing again round the neck and on the cuffs. The fluted basque, it will be noted, is the natural consequence of the exceedingly loose fit above, and is thus in the best sense artistic. But there are occasions when the fluted basque is introduced quite unexpectedly, and is a fancy that is carried out successfully by the skirt bunched at the back.

Just a word before I close of some little sailor hats of tulle that have only crossed the Channel during the past week. These have quite appreciably deep crowns, but very narrow brims, and being entirely fashioned of tulle, mounted clear on wires, the lightness can be easily imagined. For the brim several loose folds of the tulle are used, and they are worn thrust well on to the head, so that the brim rests on the hair. For trimming, moiré ribbon is employed, also gourah mounts, and a mount in which the osprey is shredded off its stem and so assumes a rather wild, fly-away appearance, albeit one of extreme delicacy, a further ingenious process giving a curled appearance to the tips. At the last Paris Races, strings were observed on several of the smartest hats, either loosely knotted beneath the chin or else crossed and the ends thrown in a *négligée* fashion over the shoulders. A pretty river hat of white Panama, trimmed brown ribbon and long stalk roses, was tied beneath the chin with narrow ribbon, while an advance garden-party or race *chapeau* of natural Dunstable, the back slightly raised on a *cache-peigne* of great crushed pink roses, had quite broad strings of black velvet. Milliners are divided in their opinion as to whether this revival will really find favour. This fact, however, is significant, all the highest authorities are showing models so adorned.

Miss Alexandra Carlisle is a notable actress who, given the opportunity, displays unerring taste in modern dress. And this opportunity is afforded her in "Bought and Paid For." The confection that remains most vividly in my mind is the morning gown worn in the last act. It is a quite simple affair of coppery brown cloth, with one of the new basqued bodices cut sharply away in front, the upper part fastening diagonally below a dainty little chemisette of old lace. And with this gown Miss Carlisle wears an almost straight coat of the same material, the long revers and turned-back cuffs faced with moiré in tone, and the cutest little straight-brimmed hat, a species of sailor, trimmed with a broad band of flamingo red and blue tapestry ribbon, great loops of brown velvet ribbon standing out from the back.

An original idea for a tea-gown is a gift that never goes begging. Very much of the moment in its extravagant beauty is the *négligée* exploited by Miss Carlisle in Act II. The general scheme of colour is soft pink velvet brocade on a crêpe de Chine ground. At the back there comes a broad panel of gold lace, embroidered with diamanté and pink stones, the same jewelled lace outlining the deep armholes. For the garment is more or less like a mantle, the fronts clasped low down by a great gold, antique-looking ornament and then parting to reveal the filmiest apology of a petticoat, fashioned of blush rose pink chiffon. L. M. M.





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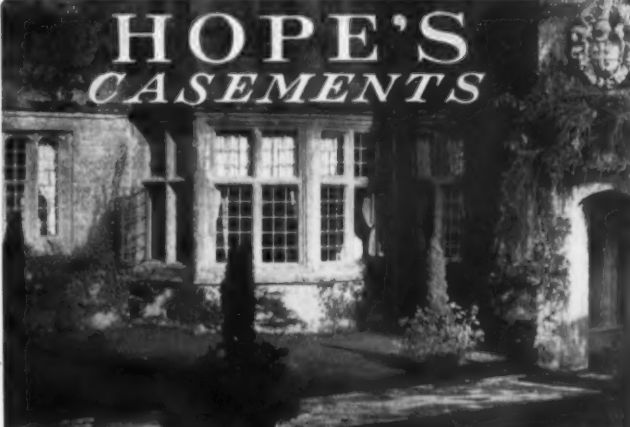
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THE secret of success, whether in building and equipping a new house or rehabilitating an old one, is consistency. From the outer fabric to the fittings on the doors, and including every essential and ornament that lies between, things must progress in a logical sequence, as it were, if the effect of the whole is to be pleasing and convincing. At the same time, although it is necessary that the entire process shall be under individual control, it is impossible, since no man can specialise in a dozen crafts, for one individual to carry it out in its entirety. What is required is an organisation of expert workmen acting under one direction, and such an organisation—for which every intelligent architect must often have longed—has been brought about by the firm of Tredegars of 53, Victoria Street, Westminster.

For many years past those who are interested in the subject have associated the name of Tredegars with expert work in lighting installations, more particularly with electricity and beautiful fittings, but their fine achievements in building and decoration are perhaps less widely recognised. The secret of their success is threefold. When any structural work is under consideration they always employ an architect's designs, a system often questioned at the outset on the score of expense, but undoubtedly the most economical and satisfactory in the end; every branch of the work, from building to paperhanging, is performed by thoroughly efficient men; and every fitting employed is made by themselves,

of the best materials procurable, a fact which necessitates the maintenance of one of the largest masons' yards and joiners' shops in the country. An obvious result of this thoroughness is that the small order, such as the alteration of a fireplace or a window, receives the same care and is carried out



A WELL-PLANNED CORRIDOR.

as perfectly as the building of an entire house. Tredegars instal any kind of artificial light desired; but for efficiency the electric plant designed by themselves will commend itself to most people. It consists of a small paraffin engine, absolutely simple in construction and working, and some idea of its economy may be gleaned from the fact that a fifty-light plant will cost not more than eight pounds, and probably nearer five pounds to run for a year. Their fittings, whether bracket, pendant or standard, are excellent, and, besides beautiful modern designs to suit practically every style of decoration, include some genuine Georgian candelabra and gilt Adam brackets converted to modern uses. The very design of such things seems to demand spacious treatment; but for small rooms, such as boudoirs, Tredegars have a number of bracket designs in various ornamental woods and metals, while those who imagine the double pendant, which is the almost invariable lumination of the modern dressing-room, to be a purely utilitarian object will be agreeably surprised to see what a thing of beauty it may be, suitably mounted and fitted with harmonious shades.

Yet, although throughout the work of this firm bears the stamp of individuality, it is entirely free from affectation. Everything is of good design, natural and practical. Nowhere can one detect any straining after effect, and therefore everything, whether brickwork, woodwork, masonry or metal, makes its value felt, and becomes the more effective.



THE DINING-ROOM OF A LONDON HOUSE.

KENNEL NOTES.

CANINE TUBERCULOSIS.

CONSIDERING the close association between the domestic dog and man, the terms of intimacy upon which they live, we are naturally concerned in any question discussing the communicability of disease from one to the other. Canine tuberculosis hitherto has received somewhat scant attention in text-books, largely, I suppose, because the disease is not so commonly encountered as others. None the less, it is by no means rare. At least this is the conclusion reached by Mr. Henry Gray, who contributes many valuable chapters to that important work, "A System of Veterinary Medicine," edited by Mr. E. Wallis Hoare, and published by Messrs. Baillière, Tindall and Cox. According to the writer, this particular disease is encountered more frequently in the cat than in the dog, but the latter is susceptible to it when brought into contact with the human subject. Mr. Gray says: "I saw, in consultation, a tubercular dog, belonging to a medical gentleman, who was, as well as his wife, the victim of tuberculosis, and both were passionately fond of the animal. I have also encountered at the same time two tubercular dogs whose owner, a young man, was suffering from phthisis. Similar cases to these are far from rare, and have been witnessed on various occasions by other practitioners. Raw meat or offal, or unboiled milk from tubercular animals, are also possible sources of infection; but I believe the commonest source is that from

mankind." In Paris the disease seems to be more prevalent than in London, a large majority of the dogs infected belonging to restaurant-keepers.

As it is established that the dog may be infected by man, the reasonable inference is that the opposite process is within the bounds of possibility. At any rate, this is the view of Mr. Gray, who would make the disease compulsorily notifiable by scheduling it under the Diseases of Animals Act, and he urges practitioners to advise the destruction of any sufferers. Evidently the complaint is not open to easy diagnosis, especially in the onset, when it is said to run an insidious or silent course. The symptoms, too, may be confused with those of other diseases, such as asthma, chronic bronchitis, chronic gastro-enteric catarrh and others. Therefore the history of the case has to be considered in conjunction with the general appearance of the patient, aided by a bacteriological examination and the application of tuberculin tests.

TRANSMISSIBLE DISEASES.

Fortunately the danger of contracting complaints from our canine dependents is not very great, particularly when reasonable care is taken. Sarcoptic mange may be transmitted to the human being, and one can imagine that it would be a very disagreeable ailment to contract. In treating a sick dog one should avoid handling it as far as possible, and make a point of immersing the hands in some disinfecting fluid. If this is done, but little risk should be run. As the acarid responsible for this form of mange inhabits the surface of the skin, it is more easily distributed than that of the follicular mange, which, by burrowing more deeply beneath

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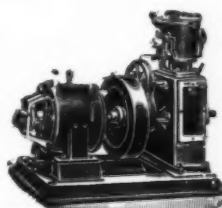
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the surface, may not of necessity transfer its attentions to other dogs in close association with the afflicted animal. Occasionally the dog acts as host for a particular worm which, in man and other animals, forms a large cyst. I believe, however, that this parasite is uncommon in Great Britain, for which many thanks.

The belief has gained a wide currency that diphtheria may be passed on from the cat to man, but the probability is that it has no surer foundation than many other chimeras of imaginative minds. So far as any responsibility of the dog is concerned, we may exonerate our friend without the slightest hesitation, and it is also questionable if avian diphtheria is a source of danger, although an epidemic may prove a serious matter in the poultry-run or pigeon-lofts.

On the whole, I think we may acquit the dog of being as harmful to mankind as many other animals, such mischief as he is capable of committing being mainly neutralised by a little common-sense treatment. Whether there is actual risk or not, the admission of a diseased dog to one's living-rooms is to be deprecated, and patently it is our duty to keep our dogs as healthy as possible. At this season, for instance, most of them are none the worse for a vermifuge even if we have no actual reason to suspect the presence of the objectionable parasites. Most adults harbour a tapeworm at some time or other, which is sure to be inimical to their well-being. Perhaps the disturbance may assume the form of eczema, or the animal may look poor and unthrifty, with harsh, staring coat and irregular appetite. A dose of freshly-powdered areca nut in the proportion of one grain to every pound weight of the dog should be effectual, provided proper preparation is made by fasting for twenty-four hours previously, and then giving castor oil an hour after the medicine.

RETRIEVERS IN IRELAND.

The formation of an Irish Retriever Association, foreshadowed a short time ago, is now an accomplished fact, with the Earl of Dunraven president, the Marquess of Headfort vice-president, and a committee consisting of Colonel Claude Cane, Colonel J. K. Millner, the Hon. E. Guinness, the Knight of Glin, Messrs. R. R. Ballingal, H. L. Bland, D. R. Browning, G. Brooke, J. A. Carbery, H. V. De Esterre, C. Wisdom Hely, A. J. C. Mitchell, Philip D. Percival and E. White. The secretary and treasurer is Mr. J.

Gibson, 5, South Anne Street, Dublin. Lord Dunraven having kindly offered to place his estates at Adare, County Limerick, at the disposal of the committee, it is suggested that the first trials shall take place there at the end of November or beginning of December. Already a number of gentlemen have joined the association, and all things point to the establishment of an influential body.

A. CROXTON SMITH.

CORRESPONDENCE.

PEKINGESE DOGS.

SIR,—Like very many other people, I was at one time strongly prejudiced against toy dogs. An intimate acquaintance with Pekingese has since caused me to alter my opinion.

In spite of their small size, these dogs make really charming companions. As regards intelligence they are quite equal to any of our British terriers. The superlative courage of the little creatures is one of their most endearing qualities. When I took a house in South Devon three months



HER LADYSHIP NENG-A.

ago, the garden and premises were a regular lounging-place for half the cats in the village. Little Neng-A, a Pekingese of only seven pounds in weight, has changed all that. More than one cat turned on her, and she got one bad scratch in the corner of her eye, quite early in the proceedings. But her undaunted spirit and reckless courage have now had their effect, and no cat dare show itself when Neng-A is outside. Another engaging trait in the Pekingese is its absolute confidence in friends. It will allow itself to be picked up and held in any position without the slightest nervousness of being dropped. This complete trust is very pleasant to the person who is the recipient of it. The little dogs exhibit strong and often quite inexplicable prejudices against certain people. Being very alert, they can be trained to make good watchdogs.—FLEUR-DE-LYS.

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INSTRUCTIONS AND CONDITIONS.

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**“Learning is good, it makes you wise
—and wisdom makes you wealthy,
Wright's Coal Tar Soap is better still
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At the top left-hand corner place name and address, and state whether Mr., Mrs., or Miss, and, in the case of children, age.

Competitors may send as many attempts as they like, but each one must be accompanied by an outside wrapper of **WRIGHT'S** Coal Tar Soap. Sold everywhere, 4d. per tablet. Competitors sending any other wrapper than **WRIGHT'S** will be disqualified.

No correspondence can be entertained. The decision of the Managing Director will be final.

Last day for receiving replies, **May 31st.** The result will be announced in the “**DAILY MAIL**,” on **June 30th.**

Address, “**Handwriting**,” **WRIGHT'S COAL TAR SOAP, 66-68, Park Street, Southwark, S.E.**

OUR DISTANT EMPIRE.

PIG-KEEPING BY A YOUNG EMIGRANT.

I WENT to Canada four and a-half years ago with practically no knowledge of farming. I was fortunate enough to meet a farmer who gave me board and lodging in return for my work, and after a few months I left him to start on my own account. I bought a quarter-section for £400 and took up a homestead cornering it. There were only fifty acres of broken land on the place, and that was in so dirty a condition that I put it all in summer fallow at once. I then bought a small herd of dairy cows, seven pure-bred Ayrshires and three grade cows. A Government Co-operative Creamery was working in the town six miles off, and their waggon used to call for cream twice a week. The cream was bought on a butter-fat basis, first-grade cream realising 1s. to 1s. 3d. per pound of butter fat. Unfortunately, the creamery was shut down a few weeks after I had started milking, owing to lack of support from the farmers. I then made my own butter, but it was a very unsatisfactory business, as I had insufficient labour, bad water, and I could only get 7d. to 9d. per pound in trade at the town stores. I broke but a few acres of new land that year, as I was very busy getting the buildings into order and repairing the fences.

The following year I sowed thirty acres of wheat and twenty-five acres of oats. The wheat grew very rank and ripened slowly; a frost in the middle of August touched it severely, and although I got twenty-six bushels to the acre, the grade was only No. 5, and I sold most of it for 1s. 10d. at the elevator. The oats were poor, yielding twenty-five bushels to the acre.

I bought another quarter-section that autumn, joining my two places, thus obtaining three-quarters of a section. My new quarter had about twenty-five acres of old and twenty acres of newly broken land. I bought a 15 h.p. gasoline tractor, sowed seventy-five acres in wheat and the balance in oats for fodder. I hired two workmen and broke about seventy acres of new land. The season was absolutely disastrous. A dry spring was followed by a succession of wet cold days, and on July 23rd there was a sharp frost, followed by another on August 5th. A lot of the wheat was still in the flower stage, while most of the rest was not out of the milk. I let it stand until September 1st before cutting, and then sold twenty-five acres to a rancher for litter, and threshed fifty acres. It yielded four and a-half bushels to the acre and was graded as No. 2 feed, worth about 1s. 1d. per bushel. The oats were fair, but, of course, frozen and no good for seed.

I had been paying some attention to pig-raising during the year. In the winter I had bought eight feeders of about ninety pounds live weight, fed them on frozen wheat, and made a fair profit. One of the sows turned out to be in pig, so I let her out and allowed her free run of the farm. She farrowed in the yard on April 5th. I then bought two large Berkshire sows for £7 and £5 respectively. They were exceedingly fat, far too fat to farrow with safety, so I turned them loose to find their own food. A river runs right through my farms from corner to corner, and I had noticed that the sows were continually by the banks eating the rushes and bathing in the water; they seemed to prefer the rushes and roots to any sort of grain or meal, and they kept in fine condition. The two Berkshires farrowed in the bush, giving fifteen pigs between them. I began feeding grain regularly about September 20th, and in November I put the farrows inside the stable and left the sows, little and big, to run to the straw stacks all winter. They thrived amazingly well, I used to feed them on the ground twice a day, and they would spend the night and most of the day hidden under the straw. I kept a water-hole open in the river and they drank there once a day only. In very bad weather they would stay in the straw pile for three or four days at a time, feeding on the waste grain blown through the threshing-machine with the straw and eating snow. I bought a pure-bred Berkshire boar about Christmas and turned him out as well.

They ranged free until the end of April. I then determined to experiment on a larger scale, and enclosed a pasture of about ten acres with a river frontage of one hundred yards or so with seven strands of barbed wire. I put about eighteen sows into the pasture, most of them due to pig before July. I had lost one of my old sows, so that sixteen sows were bearing their first litter. I used to throw half a sack of coarsely-ground grain, wheat, oats or barley on the ground every night, and they got into the habit of coming up for it about six o'clock, this enabled me to keep a careful watch on them. The litters averaged eight per sow, and

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152 and 153, Strand, London, Indian and Colonial Outfitters by Appointment to His Majesty The King.

INDEX TO ILLUSTRATIONS.
Bow—7, 8, 14. Chelsea—11, 16, 17, 20, 21, 24, 25. Worcester (Dr. Wall period)—1, 3, 5, 10, 12, 15, 18, 19. Wattersea Enamel—9, 13. Bristol—23. Derby—22, 26. Chelsea-Derby—2, 27. Swansea—6. Nant-Garw—4.

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For other specimens, some of which are still unsold, see issue 5th April, page 37.
Collections or single specimens purchased for Cash.

although every sow farrowed in the bush with no attention whatever, I did not have a single mishap. If a sow was absent at one evening meal I would track her back the first night she appeared and examine her farrow; they would usually miss but one evening. They ate the river rushes and reeds greedily, and every hot day they could be found in the river with nothing but their noses and ears showing above water. They all kept in excellent health, notwithstanding the very great heat in June.

In the meantime I had sown my land with barley, excepting five acres of wheat for chicken-feed. I also broke twelve acres of heavy bush land with my team of oxen and cleared some large stones off another patch. I had a very good crop of barley, some fields yielding sixty to sixty-five bushels to the acre. The wheat was an absolute failure; it was hailed down in July, and although it grew again, an early frost caught it. The five-acre field yielded eighty bushels of inferior feed. In June I made a contract with a neighbour to sell him all my pigs at eight weeks old for one year at 13s. apiece. I sold him about one hundred, then, owing to some labour trouble, he broke contract and paid forfeit.

The financial statement of two sows might be of interest. I bought them on April 20th for £8. They farrowed May 16th in pasture, giving me fifteen pigs between them. I sold the fifteen on July 12th for 13s., making £9 15s. The sows and the litters had cost me, say, 10s. in food for that time.

I purchased all the brood sows I could lay my hands on during the year at an average price of £3 16s., and after my supply contract was broken, kept all the young sows raised on the place. I have at present about ninety sows, and I hope to have secured another twenty in time for this year's farrowing. I am enclosing a seventy-acre pasture, consisting of thirty-five acres grass prairie, twenty-five acres wood and bush land, on the side of the hill, and ten acres river bank. The river frontage is about three-quarters of a mile. I calculate that this pasture should feed one hundred and twenty-five sows with their litters from June 1st to October 1st without any grain at all, and half rations should suffice for May and October. In the winter I intend to run them to the straw stacks, bringing any sow due to farrow into the stable. The fatteners will be stabled on October 1st and finished rapidly. One hundred sows should give at the lowest eight hundred pigs in the year; they should be sold at about one hundred and eighty pounds live weight, the price being not lower than 6c. per pound, amounting to 1000l. 80c. apiece. The gross receipts on the pigs is therefore 8,6400l., or £1,728. On this plan I estimate that pigs cost half as much to raise as they fetch; the profits therefore should be about £864.

There is a very ready market for pigs six miles from the farm; the price has been as high as 9c. per pound (live weight), and has not fallen below 6c. for the last eighteen months.

Damaged grain is very cheap in the district. I have bought wheat for 15d. per sixty-pound bushel, oats for 1s. per thirty-four-pound bushel, and barley for 16d. per forty-eight-pound bushel. I can grow it a little cheaper than those prices, but not much.

In my opinion it would be useless to run sows on a large scale unless the farm possessed a long water frontage. Water sufficient to drink and wash in is essential to pigs, and it is impossible to haul water in quantities under the inadequate and expensive labour conditions of the North-West. Should the pigs do well this year, I shall double my brood stock and throw another seventy acres of land and three-quarters of a mile of river into pasture; and eventually sow all my land to forage crops and graze pigs on the entire three hundred and fifty acres. I shall then have to purchase all my grain, but with the peculiar weather conditions of our district, I shall be very content to leave grain-growing to others.

FOR TOWN & COUNTRY.

FASHIONS OF TO-MORROW.

HARRODS', LIMITED, certainly ought to be congratulated on the wonderful album of fashions which they have just issued; from cover to cover—and, indeed, including the covers—it is a real work of art. The woman who wishes to be a practical exponent of what will be worn during the next few months ought to make a point of obtaining a copy without delay, for Harrods, being in touch with all the great Continental ateliers, are daily receiving exquisite creations from the foremost designers of the time, and the illustrations in their new album represent a careful selection of the most exquisite garments made by experts, who fully understand what is required by the cultured woman of discerning tastes. The first part of the book is occupied with photographs of models of day and evening gowns, wraps and millinery by well-known Paris houses, which afford, as it were, the keynote for the modes of the season, and following these are hundreds of garments for all occasions, from simple river frocks to elaborate evening gowns. There is not a sketch in the entire volume that is not worthy of attention, embodying a perfection of cut and workmanship that makes the simplest a creation; but a few things, of course, stand out pre-eminently. Among them is a marvellous evening wrap, made entirely of the beadwork which is becoming more and more popular. The garment in itself is exquisitely draped and supple, but additional effect is gained by the working and colour of the beads, which shade from black to white through gradations of steel and silver grey in a most fascinating manner. This, of course, is an altogether unique design, and not for every use; but among moderately priced wraps suitable for both day and evening wear there are some most delightful models in fine satins or crêpe-de-luxe, daintily lined and trimmed, which any woman might be glad

to possess. Then there are beautiful coats and skirts in the newest fabrics, such as broché Bengalines, chiffon moiré, etc., among which it would be difficult to select any for special mention. Blouses, which always have a special attraction for the coat-and-skirt woman, are represented by a quartette of French models, notable for their smart simplicity; dainty creations of lace, ninon and net for afternoon wear, and some extremely smart sports shirts—indeed, outdoor wear is well represented generally in the catalogue. Rest-gowns, lingerie, stockings and footwear occupy the latter part of the album, and a page which will be much appreciated in connection with those devoted to millinery is that illustrating half-a-dozen of the newest and most becoming coiffures.

THE MODERN USES OF OLD FURNITURE.

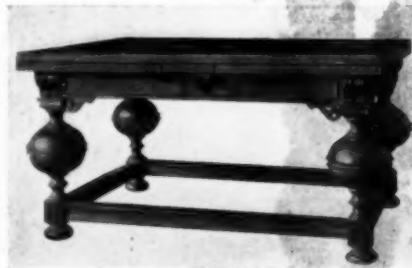
One often hears the complaint made by people who have invested in copies of antique furniture that although good to look at, they are not comfortable.

The complaint is almost invariably a sign that the copyist has broken away in some direction from the model, in a totally unnecessary desire to bring the design up to date, for it is a memorable fact that typical examples of old furniture of any period are before all things practical. Half their charm lies in their exact utility. The intelligent furniture-maker,



JACOBEOAN SIDBOARD WITH MOULDED PANELS.

to whom the characteristics of the various periods are as familiar as his own name, appreciates this, and sets the preservation of true proportions and the bestowal of minute care upon the reproduction of slopes and curves before general effect, knowing that this will follow naturally on faithful reproduction. The table and sideboard illustrated on this page, and executed by Messrs. Bartholomew and Fletcher of 217 and 218, Tottenham Court Road, W., are perfect specimens of what copying should be. No modern designer could improve on the fine Charles I. withdrawing, or shovelboard table, with its bulbous legs, sturdy stretcher frame and simple ornamentation, nor have the copyists tried. They have contented themselves with reproducing it in sound old oak, with the best workmanship possible. Its dimensions are 5ft. by 3ft. 6in. closed, or 8ft. fully extended, and it is a distinct "find" at the price of 16 guineas. The Jacobean sideboard, which would go well with it, is equally worthy of admiration, for while its deep drawers and cupboards give ample accommodation for modern requirements, dignity and charm are imparted by the richly-carved frieze and the high relief mouldings of the octagonal panels. This sideboard is priced at 10 guineas, while some oak-framed, hide-covered chairs, which would complete the furnishing of a very pleasing dining-room, may be obtained for a couple of pounds each. Messrs. Bartholomew and Fletcher also have a beautiful Jacobean bedroom suite, consisting of a spacious wardrobe and dressing chest in plain oak with sunk solid handles, glass-topped washstand, chairs, etc., complete for £42. A single bedstead to match only costs another £4; for about half this amount one can get a typical William and Mary suite in English waxed



A SHOVELBOARD TABLE.

walnut in a bold plain panel design which displays the silky grain of the wood to perfection. In addition to these and numerous other suites Messrs. Bartholomew and Fletcher have many fine pieces of genuine old furniture which they are prepared to copy, and they may also be relied upon to faithfully copy any which may be submitted to them.

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COUNTRY LIFE

OFFICES: 20, TAVISTOCK STREET, STRAND, W.C.

VOL. XXXIII. No. 850.

[REGISTERED AT THE G.P.O.
AS A NEWSPAPER, AND FOR
CANADIAN MAGAZINE POST.]

SATURDAY, APRIL 19th, 1913.

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COUNTRY LIFE

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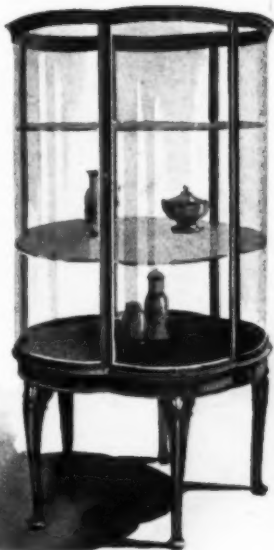
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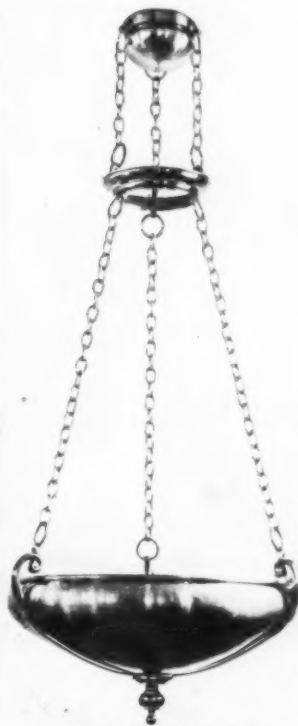
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Impervious Enamel Bricks, white and coloured, "White City" Paving Tiles, etc.

THE BUILDING TRADES EXHIBITION.

THE Building Exhibition at Olympia was opened on Saturday last with a pomp and circumstance which are fully justified by the importance of the event. The Lord Mayor of London attended in state with the Sheriffs and the Corporation officers. Himself a distinguished member of the Surveyors' Institution, Sir David Burnett was speaking out of a full knowledge when he earnestly commended the exhibition to all who are concerned in building, whether as owners, architects or builders. This is the fifth time that Mr. Greville Montgomery—a true Carnot in this connection, for he is the organiser of victory for those who wish to commend their building wares—has filled Olympia with a fascinating series of exhibits. Every two years British enterprise gathers together tried and approved materials and devices, as well as ingenious novelties which seek the suffrages of the world of building. Of this year's show it can fairly be said that it markedly exceeds its forerunners in the variety and artistic quality of its exhibits. Many important firms have sought the aid of distinguished architects in the design of their stands. Some of the structures, built to display the possibilities of various materials, are of so imposing a sort that it is distressing to think of them being demolished after only a fortnight's life.

Particular reference may be made to the Trussed Concrete Steel Company, which has built a temple-like pavilion in the Neo-Grec manner. The makers of paints are very lavish in their provision of architectural features, such as colonnades with enamelled surfaces, which flash with incredible brilliance. They give the feeling that their painters must have wielded the "brushes of comet's tails," which Kipling promised would equip the artist's heaven. Lift-makers have built amazing towers of open steelwork, in which their cages course up and down in a captivating way. Many stands are devoted to kitchen ranges, some of them tended by expert cooks who expound the merits of oven and boiler, and baste fat joints to adorn their tale. It is all very lively and amusing, yet the matter in hand is not obscured by all sorts of irrelevant exhibits brought in to fill up the great spaces of Olympia, as happens at some exhibitions. The gallery is occupied by a "Surveyors' Section," devoted to fences of all kinds, road-making, apparatus for sewage disposal and cognate exhibits that will interest folk who have the management of estates.

We deal later in detail with some of the more interesting things which should not be missed. It is impossible to refer to all, for there are over three hundred stands, and the description of the exhibits fills four hundred pages of the official catalogue. It is difficult to make choice of the items to be described without seeming to make invidious distinctions, and we can do no more than note exhibits which attracted our expert's special attention.

These notes will have served their true purpose if they encourage the readers of COUNTRY LIFE to visit Olympia before April 26th, when the exhibition closes. Needless to say, they will be welcomed at the COUNTRY LIFE stand, No. 135,

in Row F at the end of the annexe (at the far end from the main entrance), where the books in the "COUNTRY LIFE Library of Architecture and Gardening" are to be seen, and two attractive models of houses are on view. On a long screen, near by (Row B, Nos. 19 to 21), are shown the prize designs, and many others of interest, which were submitted in the Cottage Competition held at the end of last year.

SOME OF THE EXHIBITS.

THE exhibit of the Coalbrookdale Company (Row L, No. 247) is, as usual, full of practical interest. It is over two centuries since this firm was established in Shropshire, and towards the end of the eighteenth century they had the honour of building the first iron bridge which England had ever seen. The antiquity of the firm is more intimately appreciated when it is said that they are making fire-grates to-day from patterns based on the designs of the Brothers Adam. Needless to say, the constructional details have been altered, for in those days nothing was known of slow combustion; but as far as the decorative features are concerned, the old grates of to-day are in an especial sense living survivors of a tradition which has become classical. The Coalbrookdale exhibits are in the main three. The "Tilt" fire is an ingenious extension of the grate without bars, which has justly become so fashionable. By a very simple arrangement the whole basket which contains the fire can be tilted upwards, so that a roaring draught is created, and a clear, brilliant fire is burning in a few minutes after it is lit. The basket is then tilted down again, with the result that it becomes a slow-combustion grate. Such devices often secure their practical success at the cost of the appearance of the grate; but when the "Tilt" fire is down there is nothing to show that it is not an ordinary barless fire. Another practical feature on which stress must be laid is the replaceable fire-brick at the back of the "Tilt" fire. In the case of the ordinary interior grate the brick back is built in. If it should prove defective and split after a few fierce fires have burned in it, the whole of the metal frame has to be taken out before a new brick back can be put in. With the "Tilt" fire a new brick can be replaced in a few moments without the disturbance of any fixed part.

Of cooking ranges, two are to be seen in operation at the Coalbrookdale stand. The "Thrift" is suitable for cottages and small houses, and is as satisfactory for such buildings as the larger "K.B." range for larger houses and mansions. The striking feature of both types is the abolition of bath-boiler flues. The flame is carried straight under the boiler and round the ovens, so that the cook is relieved from the task of playing alternately with the oven flues and the boiler flues, according as to whether she is for the moment concerned with cooking the dinner, or providing for the baths in the house. The old-fashioned bath boiler made no use of at least ninety per cent. of the heat of the fire, whereas the "K.B." makes use of all but thirty per cent. Additional features of the "K.B." range which are much appreciated are the arrangements for roasting in

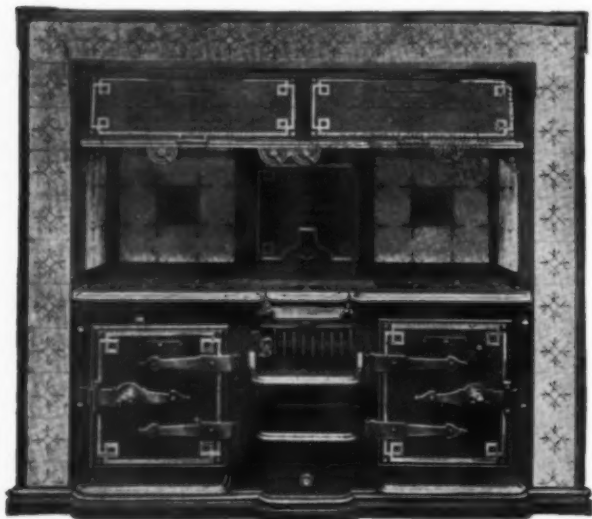


AT THE BUILDING EXHIBITION, OLYMPIA.

front of the open fire, and for grilling on a grid enclosed by doors which form a grilling closet.

An interesting exhibit is that of the "Eagle" Range (Row L, Nos. 244-5), which can claim with justice a special place in the development of cooking, because it was the first to be fitted with a lifting fire. Only by those who remember the old type of kitchen range can the revolution wrought by the lifting fire be appreciated. In those bad days as big a fire was needed to toast a piece of bread as to cook a joint.

Another point with regard to range design is raised by the exhibit of Messrs. Smith and Wellstood (Row L, No. 237). Their "Sidelight" Range stands out into the room, and any fumes which rise from cooking reach the chimney by way of a large canopy. The merit of this arrangement is most marked when it is not practicable to provide that the range shall be adequately lit from front and sides, and the type will be familiar to those who have been in a French or American kitchen. The problem of a hot-water supply is met

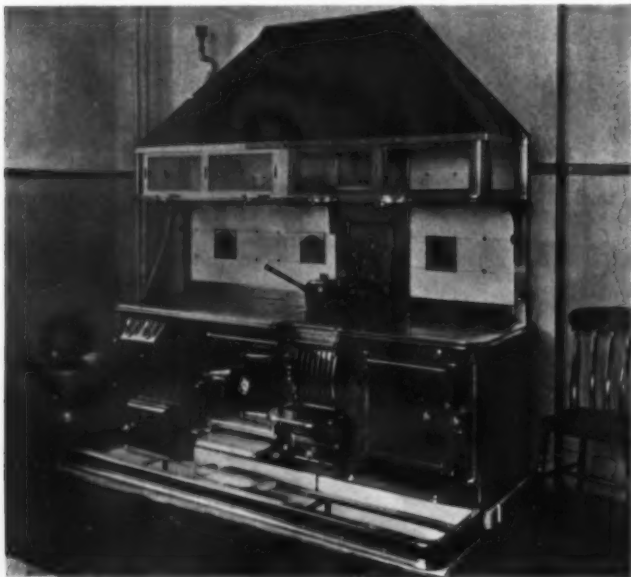


"EAGLE" RANGE.

by the provision of a large independent boiler in the body of the range, not connected in any way with the main fire which serves the ovens.

The London Warming and Ventilating Company (Row L, Nos. 241-2) are specialists in stoves designed specially for the use of anthracite, and are welcome as providing one solution to the ever-present problem of smoke abatement. Anthracite coal is practically smokeless, and users of it not only have the altruistic satisfaction of knowing that they are not charging the air with soot, but the practical joy of escaping, almost wholly, the chimney-sweep. The "Ever-ready" kitchener which is shown delivers the heat direct from the fire to the boiler without waste of energy. Needless to say, a smokeless range is of particular value for use on a yacht or wherry.

The Carron Company (Row K, No. 226, and Row L, No. 238) has a very interesting show of iron foundry, and are justly entitled



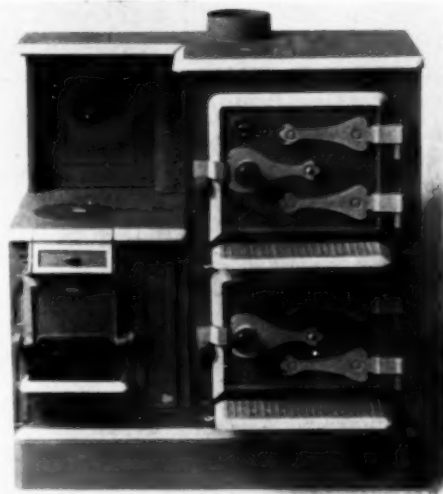
"SIDELIGHT" RANGE.

to be proud of the fact that they have lately had the honour, unique among iron-founders, of receiving the King's Warrant. Founded by Royal Charter in 1773, the Carron Company has preserved the very remarkable series of patterns of eighteenth century grates which made their name famous then and has continued them in prosperity until now. On the next page is shown an illustration of the attractive grate with iron side cheeks. Another exhibited was adapted from eighteenth century wood-carvings by Sir Robert Lorimer, who designed the panels. The "Carronwell" Fire, with its hearth either raised or flush, is built on solid fire-brick and furnished with air ducts leading to beneath the bottom of the grate. It is perfectly easy for these types to be applied to any of the old eighteenth century patterns. The exhibits on this stand are especially interesting, because scarcely any of them have been shown before.

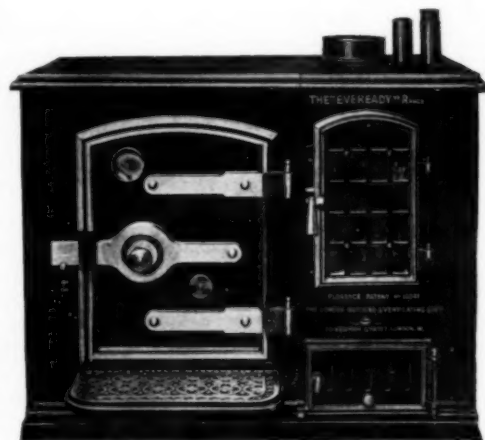
Among the fireplaces which owe much of their merit to the beauty of ceramic work must be mentioned those of Candy and Co. (Row F, No. 114). The "Devon" fireplace secured a just

success in the official tests carried out jointly by H.M. Office of Works and the Smoke Abatement Society, and is now securely entrenched behind the favourable opinion of everyone who has used it.

Among the exhibits devoted to lighting, that of Messrs. Osler is not the least attractive (Row G, No. 149). While the firm owes its reputation largely to the beauty of its glasswork, and has enhanced it by the skill which has gone to the making of all kinds of lustre fittings for electric light, the designs in metal are no less praiseworthy. There is no doubt that for domestic lighting the future is with the bowl-shaped pendant, which lights the room in the main by rays reflected from the fitting to the ceiling, and so back to the room. This is the ideal method, but it involves a rather large expenditure in current. A compromise is afforded by a pendant with an opalescent bowl or dish, which transmits some of the light downwards, but reflects a good deal on to the ceiling. The writer of this was particularly taken with an opaque bowl, now illustrated, which is made of metal, but enamelled white. If there is no definite intent to make a decorative feature of an electric pendant, either by using lustres or a masculine candle fitting of Dutch character, it is generally better that it shall be as inconspicuous as possible. By painting both chains and bowl either white or cream, as the decorations of the room may suggest, this pendant harmonises with the general decorations and becomes inconspicuous. There is, of course, considerable difficulty in making electric fittings to suit definite historical periods if any departure is made from the convention of the candle, but Messrs. Osler's have brought great ingenuity to the task and have achieved a series of designs which the most critical must regard as successful.



"THRIFT" RANGE.



"EVER-READY" RANGE.

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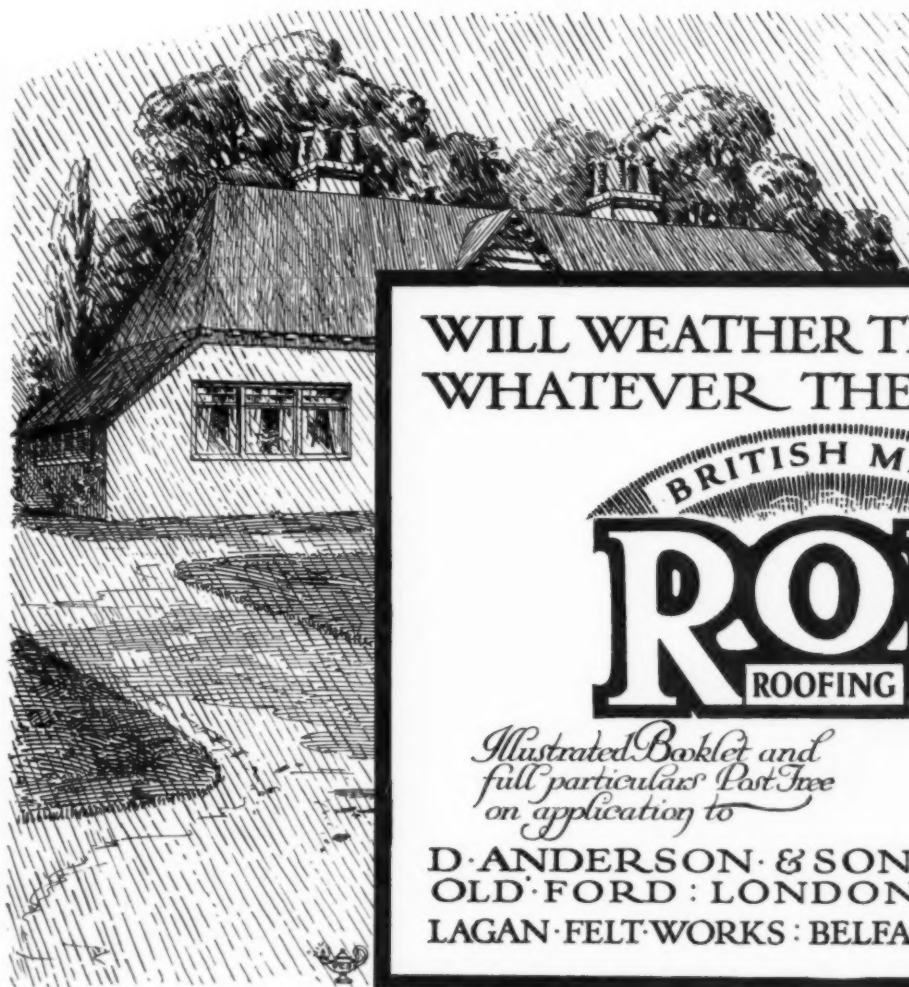
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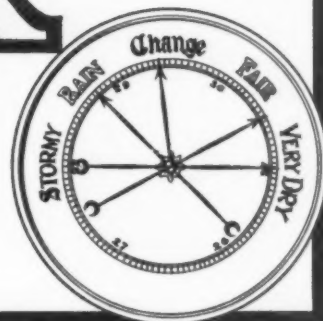


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Among lighting plants of various kinds none is more interesting than that of Messrs. Spensers (Row B, No. 30), who show a petrol-gas plant with an output of only ten lights, and suitable, therefore, for a cottage. Despite the small size, it is thoroughly soundly built, and not a toy, but a reliable machine.

At stand No. 16, Row B, is shown the "Willett" petrol air-gas generator. It is a simple and compact thing without any gas-holder, as the gas is automatically and freshly made at the moment when it is required for use. Another claim made for the machine, which cannot be substantiated in the case of some other plants, is that it uses ordinary motor-car petrol.

The various Sanitas products are to be seen at Row H, No. 177. The disinfecting fluids and powders which bear this name are absolutely non-poisonous, but have a high antiseptic quality. The "Kingzett" drain tester is an extremely neat device.

The Bo'ly Water Softening Plant (Row L, No. 233) is a most attractive apparatus. It does away with the hardness in water by very simple means. The problem is to remove from solution the bicarbonate of lime, which is the chief cause of hardness in water. A little hopper automatically discharges a pinch of hydrate of lime into a cistern containing a specified volume of water. It remains there long enough for the precipitation of carbonate and for the freeing of the carbon-dioxide gas. The water then passes automatically to a filter, which in turn delivers it purified to a service tank. The mechanism of the hopper can be adjusted so as to free the exact amount of hydrate of lime needed to neutralise any given hardness of water. This amount is, of course, ascertained by experiment on the water to be softened.

Messrs. Chubb and Sons (Row H, No. 170) show how they have marched with the times by their exhibit of reinforced concrete - fire - resisting cupboards, which will be of interest to anyone who is considering the provision of a plate-room for silver and jewellery. In addition, there is an interesting show of the various steel safes which have made the name of Chubb famous. A small inlaid cabinet with a steel cupboard will also be found attractive.

Among other woodworkers, Messrs. H. C. Cleaver, Limited, are represented by a delightful stand showing panelling and a Georgian chimney-piece with carving in the manner of Grinling Gibbons (Row F, No. 124). Other interesting panelling is shown in silvery grey sycamore, Circassian and Canadian walnut, as well as the very inexpensive picturesque oak panelling with which Messrs. Cleaver's name is especially associated.

There has been no more practical outcome of the Arts and Crafts movement than the productions of the Dryad Works (Row H, No. 162). Cane furniture used to be an unattractive necessity in the garden, or anywhere that demanded light and portable chairs and tables. But under the direction of Mr. Peach it has taken on a definite æsthetic character, which makes it satisfactory for use anywhere. A very attractive object is the cane dinner-wagon now illustrated, which is especially useful for wheeling tea-things from a kitchen to a dining-room to a loggia.



CANDELABRUM (OSLER).



A CARRON GRATE.

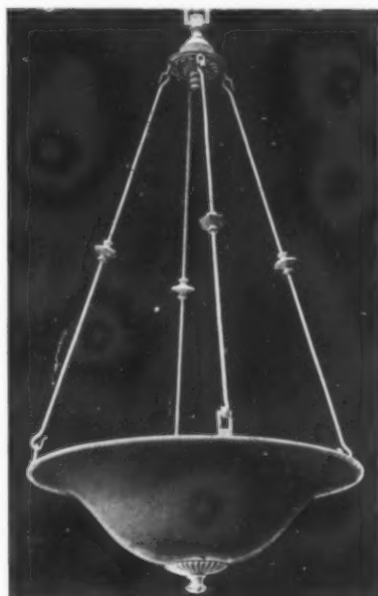
Everything which tends to reduce the risk of fire must claim our interest and attention. The patent flush doors made by Messrs.

White of the "Pyghtle" Works (Row G, No. 156) are particularly applicable to use in hospitals. They consist of an inner frame of pine covered on both sides with asbestos and then veneered in mahogany, teak or any other hard wood. This makes them absolutely fireproof, but by the use of beautiful quartered and inlaid veneers, doors of great beauty can be made, so that they are not of interest merely for the purposes of hospital construction. Messrs. White are also a household word for garden furniture, and this branch of their activities is well represented at the exhibition.

The exhibition is full of splendid exhibits of every kind of paint and enamel. None of these can claim to have achieved more steady and assured success than "Ripolin" (Row H, No. 172), which is supplied to give either a glossy or a flat finish, and in no less than one hundred

stock shades. People who go into a new house are constantly irritated by the brown stains which appear on painted wooden surfaces. The Ripolin Company make a colourless lacquer, called "Stopsap," which may be applied either directly before the application of "Ripolin" to a painted surface which has suffered by staining, or to new wood, in which case the risk of stain will be removed altogether.

From paint it is a natural progression to the treatment of unpainted surfaces, such as oak panelling, parquet floors and the like. The "Ronuk" products for polishing wood (Row F, No. 116) are exhibited on a very handsome stand, which shows what



OPAQUE DISH (OSLER).

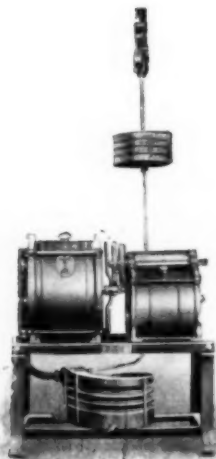


FIREPROOF DOOR.

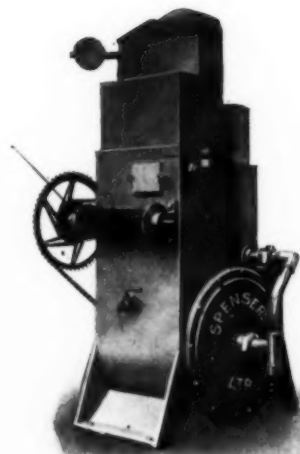
admirable results may be obtained by the use of the various specialities. The right treatment of walls is always a preoccupation with those who are about to decorate, and none of them should fail to



OZONAIR.



WILLETT AIR-GAS PLANT.



SPENSER AIR-GAS PLANT.

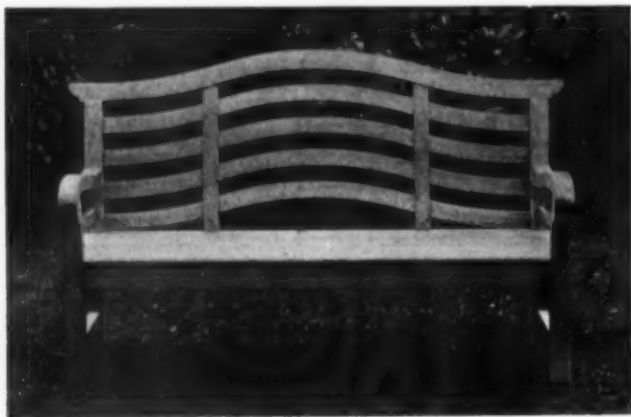
(Row D, No. 66) and Anderson's "Sideroleum" (Row F, No. 133). "Carbolineum" has now been in the field for the last twenty-eight years, and is secure in the goodwill of everybody who has used it. "Sideroleum" is a later comer which has also achieved a large popularity. Messrs. Anderson also show "Rok" roofing, which is a felt impregnated with a bituminous substance, and of special value for roofing sheds and the like. Their "Sideroleum" paint for metal is a very remarkable compound, which cannot be scaled off, and is unequalled for the preservation of fencing and other ironwork exposed to the weather.

It is of little use to expend money on beautiful decorations if provision is not made for that general cleanliness which alone enables them to look their best. The British Vacuum Cleaner (Row G, No. 142) has become something like a national institution, and the company's stand is a great centre of interest. There

are always interested groups watching the magic nozzle extracting dust from carpets with a merciless precision, which leaves the fabric purged of what Dr. Johnson described as "matter out of place."

The science of modern ventilation has been notably reinforced by the advent of the Ozonair Company. We are all familiar with the delightful poster on the Tube Railway which represents Father Neptune blowing a sea-laden breeze from Shepherd's Bush to the Bank. This represents a mighty installation for purifying an otherwise unpleasant atmosphere by the addition of ozone. Any house, however, may be equipped in the same fashion with a neat little machine, of which a photograph is now reproduced, and the working of it may well be studied at the exhibition (Row H, No. 176).

Among the many admirable exhibits of bricks and tiles, special praise must be given to that of Messrs. Collier of Reading (Row J, No. 217). Some of their red tiles are finished with a blue-grey vitrified surface, which is eminently attractive, but we did not observe a tile grey both on its surface and in its body. There is no doubt that there is a great future for such a tile, particularly in the form of pantiles. People are getting tired of red roofs and want something of cooler colour. At present the grey Dutch pantile is practically the only thing which meets the case, and it is to be hoped that some English clayworker will fill this very obvious gap and save a lot of orders going abroad that should be executed in this country.



GARDEN SEAT (WHITE).

visit the stall which shows examples of Hall's Sanitary Distemper (Messrs. Sissons, Row F, No. 109). The old days of the simple whitewash are over. It gave a surface which flaked off and grew shabby with unreasonable promptness, and suffered with every spot of wet. Hall's Distemper can be washed strenuously and takes no harm, while the range of colours opens out a vista of endless possibility.



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Among wood stains which are not only attractive in appearance, but preservative in their action, must be mentioned Peters' "Carbolineum"



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THE OLDER CLUB-HOUSES OF LONDON.

THE REFORM CLUB.

IN the Reform Club the architectural expression of the club-house is so decisively summed up that it requires an effort to realise what a comparatively early landmark it is in the historical development of the type. It was in 1837 that the design by Charles Barry was almost unanimously selected among those submitted by such well-known men as Decimus Burton, C. R. Cockerell, Basevi, Blore and Smirke. Cockerell's design submitted in this competition may be seen on the walls of the Victoria and Albert Museum.

Decimus Burton's best club design is the Athenæum of 1841, which, while dignified and in good taste, is somewhat flat and lacking in character. Basevi is remembered by the fine design of the FitzWilliam Museum at Cambridge. Barry had already made a name for himself by the unique success of the adjacent Travellers' Club, 1829-31, and by his decisive victory in the House of Parliament competition in 1836. He was then building the interesting Italian villa at Walton, now known as Mount Felix and then the residence of the Earl of Tankerville. It is characteristic of his versatility that the same year saw the transformation of the Earl of Carnarvon's seat, Highclere, in Berkshire, in a modified Italian style akin to Jacobean work. A preceding building, the Athenæum at Manchester, had been a preliminary canter in a pure astylar Italian. It was characteristic of Sir Charles Barry's successes that in nearly all cases they were developments from a previous essay. The Travellers' Club had been preceded by Attree's villa in the Queen's Park at Brighton. He was essentially an artist who developed and no mere repeater of a solitary success. Starting in life with no particular advantages, and articulated as a pupil to a Lambeth firm of surveyors rather than architects, the youthful Barry ran the same risk that Inigo Jones had previously taken. At the age of twenty-two he ventured on foreign travel all that his father had been able to leave him, and with the aid of his abilities, which secured him a place as draughtsman in the employment of a wealthy traveller, contrived to support himself abroad for three years, 1817-20. Thus, he visited Egypt, Syria, Greece and Italy, and laid the foundation of an academic and artistic knowledge which in his day Cockerell alone could rival.

The late Professor Aitchison was accustomed to refer to the Reform Club as the best-proportioned building in London. A particularly futile type of critic commonly treats the design as a copy of the Farnese Palace of Rome. So far from this being the case, the two buildings have very little in common. The Farnese is built on a great scale with orange-tinted brickwork and large masses of yellow Travertine stone, somewhat coarsely detailed. It is thirteen bays in length, in place of nine, and the points of similarity

are that both have a bold cornice at the top and rusticated blocks at the angles. The real truth is, of course, that Barry's design is a synthesis of Roman and Florentine palace architecture, assimilated to English use. From a minute knowledge and close measurement of old examples he established, as it were, a ratio of proportion, and developed his design with the fineness of detail of one who had started his career as an enthusiastic devotee and exponent of Grecian architecture.

In the interior, the Italian cortile, roofed over, forms the grand hall which the illustrations show. Difficulties of light and London atmosphere make it impossible, in a photograph, to do justice to the singularly successful marble colouration of the design. Barry had been greatly struck with the marble interiors of Italy, and in particular with the Baptistry of St. Peter's. He was alive to the extreme importance of white in the colour scheme, and in the Reform the white balusters and column bases play an important part in his success. The main colour in the Order is yellow, and the respond pilasters are set on deep red margins with dark green relief in the wall surfaces, while black is used in the plinths and gold in the capitals. This exceedingly simple combination is harmonised to a reposeful effect and strikes particularly a pleasant note in these days of universal white.



REFORM CLUB: HALL FROM STAIRS

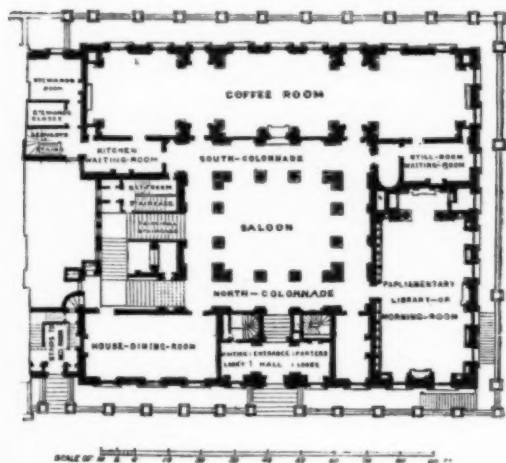


REFORM CLUB, PALL MALL.



THE HALL GALLERY.

The planning of the club is unsurpassed for technical ability. The academic and practical requirements are marvellously harmonised. While the various axis lines of interior and exterior are kept true, there are none of those blank, or dummy, windows, to which less accomplished planners are driven to resort. The coffee-room, occupying the entire south side, is a fine and stately apartment in white and gold, and yields only in pride of place to the noble library on the first floor above it. The fine interior of the latter is treated in brown and gold, and the balance between the exigencies of book space and the Corinthian columnar treatment is extremely well kept. The ornamentation of the cove above the cornice in a severe lozenge network is relieved by the scroll foliage of the ceiling panels. The contrast between the rectilinear coffering and the freer lines of the modelled ornament is very well worked out, and the planes of the ceilings are not disturbed by undue relief. This is a much more difficult problem than the uninitiated would imagine. It is Grecian in idea, for it is the secret of success of the union of sculpture and architecture. The smoking-room, also lined with bookcases, has one end treated with an Ionic order framing the fireplace recess. The reading-room on the ground floor is simply



REFORM CLUB: PLAN.

treated with a flat panelled ceiling in octagons and squares, with bands of well-designed ornament. A great harmony reigns throughout in the interior, due, as much as anything, to the true relative scale of features and ornaments. Barry's tireless methods of work enabled him to achieve this result by drawing and redrawing each part until he was satisfied that the unity he sought had been obtained. After his great success and commanding position during the fifteen to twenty years before 1850, Barry encountered the full force of the Gothic revival, which Ruskin was heading into a morass of French and Italian copyism. The older architects, including even Elmes and Cockerell, could compromise with the earlier and traditional phases; but at a time when Ruskin could find Sir Gilbert Scott's Gothic insufficiently "wolfish," it is evident that the academic Barry would be hopelessly out of court. His view appears to have been, "That in spite of the originality and talent displayed in the rising generation of architects, there was in much of their work a violation of first principles which would eventually be felt as fatal." If we except the work of one or two men, this is a remarkably good anticipation of what has happened with regard to that now discredited phase of the Gothic revival.

It is a curious fact that the work of the men of the middle third of the nineteenth century is particularly poor in internal architecture. This defect exists in several of Barry's own works, for except in the Reform Club and the Houses of Parliament, he seems to have exhausted his resources before the interior was reached.



REFORM CLUB: THE LIBRARY.

His habit of carrying out his work on a schedule system of payments, and his expensive alterations to secure improvements however minute in plan and elevation may have contributed to this unfortunate result. Had Sir Charles Barry been allowed to complete Bridgewater House, which is ten years later than the Reform, or had he lived to detail the Halifax Town Hall, where the interior was designed by his son after his own death in 1860, he would have doubtless equalled, or surpassed, the earlier works. The cost of the Reform—£80,000—seems small in comparison with modern outlays, and it is remarkable what results he was able to achieve within that very moderate amount. The twentieth century is vexed at the strenuousness of the Victorians. It demands less "effort." It is not unlikely that the over-sudden development of applied science, the eager rush of the commencing railroad and steamship age, was an unfavourable factor in the Victorian development. No one can add cubits to artistic any more than to natural stature. To whatever extent, however, some of Sir Charles Barry's architectural work may have suffered from an increasing interest in science, his best work is full of personal character and creative enthusiasm, and the Reform Club stands out as the most artistic and satisfactory expression of the club that has yet been achieved.

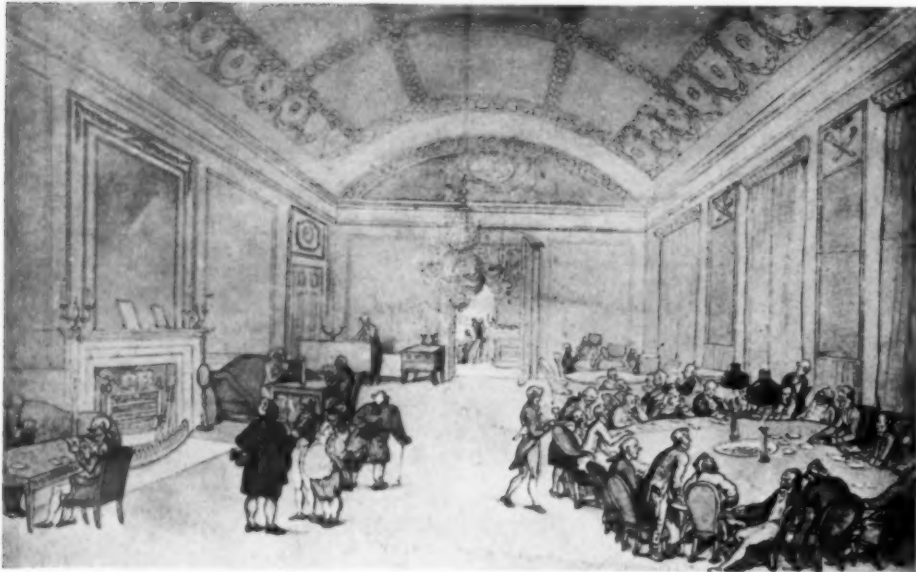
BOODLE'S CLUB.

BOODLE'S CLUB was started in 1762, but the quaint and delightful building which it now occupies on the east side of St. James' Street was built in 1765 from the design of Adam. The great Venetian window indicates a noble saloon on the first floor. It communicates by archways, filled in with sliding doors, with two domed ante-chambers, occupying the side breaks of the façade. The external grouping is thus expressive of the structure. This lofty room has a flat panelled ceiling in three compartments related to a characteristic Adam treatment of the walls in coupled pilasters of a highly ornamented type. The mantel-piece is in a beautiful translucent white marble of delicately-carved design, with a sculptured frieze panel,

probably illustrating "the Continnence of Scipio," a favourite classical subject. Opposite to the fireplace is a bold recess



BOODLE'S: IN ST. JAMES' STREET.



BROOKS'S IN FOX'S DAY, FROM ROWLANDSON'S DRAWING.

treated with pilasters and columns in antis. The chief doorway is ornamented with rams' heads entwined with elegant wreathings of the true Adam type. The colouration of the room is much faded, but the painted panels are of some interest. The club was proprietary as late as 1887, but is now managed by a committee. It is much to be hoped that no modern changes will deprive St. James' Street of this fine example of domestic work. It has a quaint and homely character, typical of London life. It is akin to the famous and once fashionable Soho Square houses, which so keen a mediaevalist as Nesfield was fond of declaring to be the finest architecture in London. Recent changes have brought in a heavy masonry style which judicious lovers

of London architecture have long foreseen would be found to be far too massive for our streets. The interest and refinement of the best specimens of the Adam age need only to be realised to check the advance of this somewhat prepotent innovation.

BROOKS'S CLUB.

BROOKS'S CLUB, on the west side of St. James' Street, facing Boodle's, has the advantage of a corner position giving a southern frontage to Park Place. It is one of the earliest among those London clubs which have continued a vigorous life for as much as a century and a-half. Its origin cannot be described better than in the words of Sir George O. Trevelyan: "This Brooks's Society, the most famous political club that will ever have existed in England, was not political in its origin. In the first list of its members the Duke of Grafton and Lord Weymouth are

shown side by side with the Duke of Richmond and the Duke of Portland. Brooks's took its rise from the inclination of men who moved in the same social orbit to live together more freely and familiarly than was compatible with the publicity of a coffee-house; and how free and familiar was the life of Marquises and Cabinet Ministers, when no one was there to watch them, the club rules most agreeably testify." The club was always most exclusive; one black ball was sufficient to exclude, and for the forty years which followed its establishment by Almack in 1764 unlimited gambling prevailed. Rowlandson's spirited water-colour drawing, which now hangs on the stairs of the club, is reproduced here, with a photograph



BROOKS'S: THE SMOKING-ROOM.

of one of the tables on which incredible sums have been won and lost. The name of Almack lingered until 1778, but four years earlier Brooks had become master of the club, and built the present house in 1778. It was not until 1854 that the members purchased the lease of the club from the last master, Banderet. The original seat of the club was in Pall Mall, on, or near, the site of the present Marlborough Club, and the members seem to have moved into the new house in St. James' Street late in 1778. As the land was conveyed by a deed of 1776 from Henry Holland, builder, of Hertford Street, Mayfair, to Mr. Brooks, several writers have ascribed the design to him as well. Elmes Senior, however, tells us distinctly, in Shepherd's *Metropolitan Improvements*, that James Wyatt was the architect. The design, both inside and out, seems to bear his character. It must be remembered that the projecting porch to St. James' Street, consisting of four panelled piers surmounted by a balcony with an iron petticoat balustrading, has disappeared, but an aquatint by Malton dated 1800 illustrates the original design. The façade has also suffered from restoration of its surface and has lost its original window bars. What that means may be seen by contrast with Boodle's, opposite,



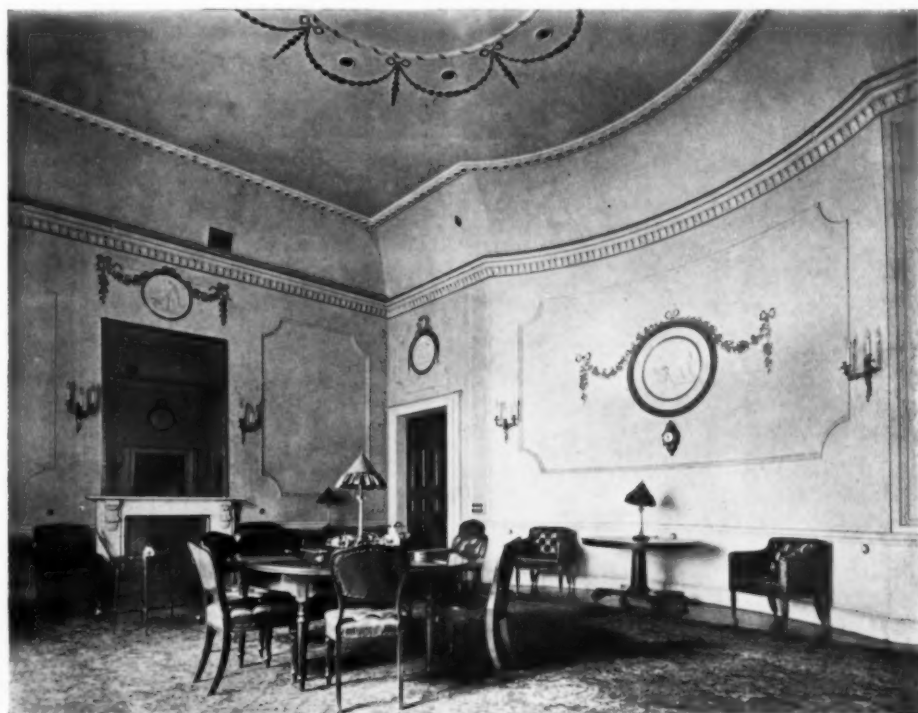
BROOKS'S: A CARD-TABLE.

incorporated with it, the new work being designed by Mr. Macvicar Anderson. Thus, the hall staircase with its domed ceiling is modern. A year or two ago further alterations were made, and the great room on the first floor was redecorated, so that it should present the same appearance as in the days when Charles James Fox was the club's most notable member.

In the old gambling-room, now the smoking-room, the relief of its very delicate stucco ornamentation is, of course, exaggerated by the black effect of gilding in photography. The walls are a pale greenish blue with red curtains, following Rowlandson's drawing. The big Venetian window is in wood. The mahogany doors are of that deep rich colour and grain which it is so impossible to obtain nowadays. The oval medallions are filled with paintings whose authorship is in doubt. As Sir Joshua Reynolds was a member, there is free room for speculation. They have, moreover, more character than is usually associated with the work of Cipriani, or of Angelica Kauffmann.

The adjoining room was formerly the drawing-room and is now the strangers' smoking-room. Facing into Park Place, it is an oblong of about thirty-six feet by twenty-seven feet, with a segmental apsidal recess. It has the same flat style of decoration emphasised by graceful

circular plaques in relief of classical subjects. The architect will detect that the singular air of repose in this fine



BROOKS'S: THE STRANGERS' SMOKING-ROOM.

which has retained them. James Wyatt, who was born in 1746, was taken by Lord Bagot to Rome, to study the antiquities, after being a pupil with W. Atkinson. He was then as a pupil for two years with Visentini in Venice. Returning to England, he made a reputation at once with the original and once famous Pantheon in Oxford Street, which was opened in 1772 at a cost of £60,000. It was burnt in 1792 and afterwards rebuilt. In 1783 he built the fine saloon at Cobham Hall in Kent, and, apart from his unlucky mediæval essays and his destructive restorations, he was an accomplished architect. Henry Holland was born in the same year, and in 1780 was engaged in a large land speculation in Chelsea, laying out Sloane Street, Cadogan and Hans Places. This seems to bear out the title deed description of him as a builder. In 1786, however, he carried out the interesting and refined façade of Dover House in Whitehall, now the Scotch Office, and in 1788-90 the great works of Carlton House for George, Prince of Wales. This famous Regency façade consisted of a great portico of columns, nearly two hundred feet long. It was pulled down in 1827, and the unfortunate Wilkins was ordered to use the Order again in the new front of the National Gallery, in spite of its defective scale for that position. Henry Holland died in 1806 at the age of sixty.

Brooks's Club possesses two magnificent rooms on the first floor, which bear out Lord Sydney's letter to G. Selwyn in October, 1778, when he writes: "As a proof of our increasing opulence I need only show the new Opera House, which is now fitting up at a monstrous expense . . . and Brooks's new house, fitted up with great magnificence, which is to be opened in a week or ten days." The house remained practically unchanged inside until 1889, when No. 2, Park Place was



WINDHAM CLUB: IN THE LIBRARY.

room arises from the sole source of light by the one Venetian window in Park Place. He will envy James Wyatt, and marvel what his own fate would be, should he endeavour to get past any building committee or client with such a proposal. All the same, Brooks's do not seem to have found the room to be dark, and with many good judges it is a favourite apartment. In both rooms the absence of heavy cornices is noticeable. Walls meet ceilings with a cove which, in the old drawing-room, is barely defined. The decoration here is in deep cream with gold relief.

Brooks's can hardly have been such a terrible place as essayists using old memoirs would like to make out. It is interesting to identify among the eminent members, C. J. Fox, Pitt, Burke, Selwyn, Sir J. Reynolds, Garrick, Horace Walpole, David Hume, Gibbon, Beauchamp and Sheridan, many of those who also belonged to "The Literary Club," founded 1764, over which Dr. Johnson so frequently presided. There must have been a fair proportion of Dorians to Corinthians, and had Johnson been qualified for admission, he might have got to closer quarters

house, William Windham, who seems to have been a notable figure in Dr. Johnson's day. In the library there is an interesting mantel-piece, illustrated, of a somewhat unusual if rather florid character.

THE ARTS CLUB in Dover Street belongs to a different type to those just described. It was essentially an old London house which has been adapted for club purposes. The clever management of the staircase diminishes, as far as may be, the well-like character of that feature on a restricted town site. The columned landing space shown in the illustration forms a fine approach to the large room. There is an agreeable coffee-room on the ground floor. A notable mantel-piece of the Inigo Jones type and one of later character are both illustrated.

Dr. Johnson, in the Dictionary, tells us that a club "is an assembly of good fellows meeting under certain conditions," and, writing to Boswell, he gives his view of club policy in this characteristic passage: "It is proposed to augment our



ARTS CLUB: AT THE HEAD OF THE STAIRCASE.

with Gibbon. His club ideal, "The company numerous and miscellaneous, the terms lax, and the expenses light," was, however, hardly that of Mr. Brooks.

There are extensive brick vaults under the club, and in one is a quaint relic, an old stone coffin or cistern, which by some vague tradition is assigned to Brooks, as a coffin where his bones might rest free of capture by the ubiquitous bailiffs of those gambling days. A noted character in those days, he was hymned by Richard Tickell in 1780 in this delightful strain:

Liberal Brooks whose speculative skill,
Is hasty credit, and a distant bill,
Who, nursed in clubs disdains a vulgar trade,
Exults to trust, and blushes to be paid.

It is to be hoped that the poet was not numbered among the creditors.

THE WINDHAM CLUB at 11, St. James' Square, a pleasant social centre, takes its name from the former owner of the

club from twenty to thirty, of which I am glad, for as we have several in it whom I do not much like to consort with, I am for reducing it to a mere miscellaneous collection of conspicuous men without any determinate character." All the same, clubs, like other institutions, acquire a definite individuality. The club which never blackballed and never said things about the house over the way would doubtless soon perish of an anæmic decline. It is the drop of vinegar which rescues the salad from the injudicious wielder of the oil-flask. It is a far cry from Dover Street to Chelsea, where there is a den of youthful lions in which only selected Daniels from the older institution would be well advised to prowl. The fact that the Arts admits literary men and others interested in art, while Chelsea bars them out, enables the young man from Chelsea to allege, with joyful malice, that "he cannot stand the atmosphere of Dover Street, because the Art of the Arts is Golf." Those who have consorted with friends in both camps will know that this amusing gibe leaves "withers all unwrung" in the Arts of Dover Street.

ARTHUR T. BOLTON.



ARTS CLUB: IN THE DRAWING-ROOM.



ARTS CLUB: IN THE SILENT ROOM.

THREE MODERN CLUB-HOUSES.

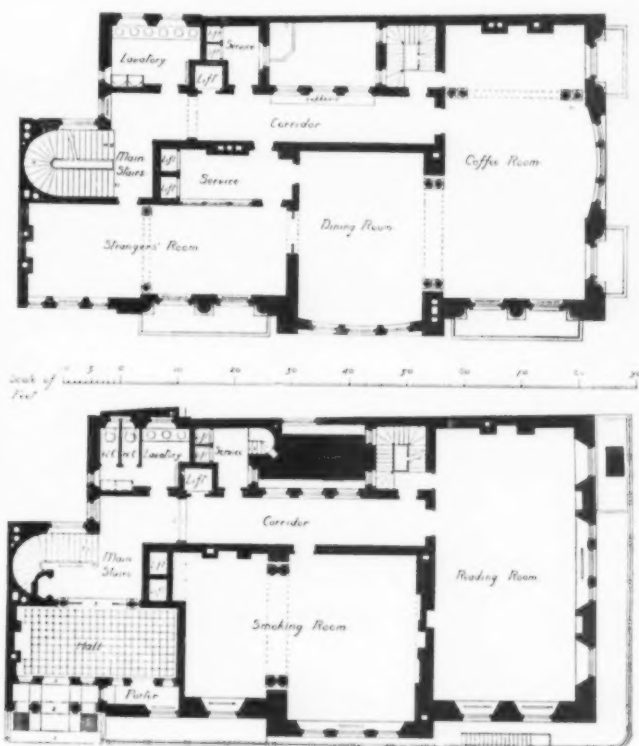
UNITED UNIVERSITY CLUB.

IN designing a new club-house for the oldest of the clubs devoted to the interests of Oxford and Cambridge graduates, on the site of the old building at the corner of Pall Mall and Suffolk Street, Mr. Reginald Blomfield, A.R.A., was faced with the problem of increasing the accommodation considerably, although the area of the site was not enlarged. The old club-house was wastefully planned in the fashion common enough late in the eighteenth century, and much space was taken up by a great central staircase, which further disorganised the disposition of the rooms by its effect of cutting the building into two unrelated halves. By a wise appreciation of modern conditions no attempt was made to treat the stairs as a feature, and they are economically disposed in a corner of the building. The ground floor is given up to smoking and reading rooms. On the first floor is a double dining-room for members only, and a smaller room where

members entertain their guests. The unusual arrangement of having the dining-room on the first floor was contrived by the express desire of the club. The library is on the second floor. The rooms are simply, even conventionally, treated, so that they may yield a quiet background for the great collection of pictures of Oxford and Cambridge and of portraits of distinguished members which the club has gathered together. The collection of Oxford almanacs which decorate the walls of the staircase is believed to be the most complete existing. The furniture is not particularly interesting. At the foundation of the club in the eighteenth century there must have been acquired some good pieces typical of those days; but club furniture has to undergo rather strenuous wear and tear, and the pieces which were transferred to the new house have a Victorian rather than a



UNITED UNIVERSITY CLUB: THE VESTIBULE.



UNITED UNIVERSITY: GROUND AND FIRST FLOOR PLANS.

Georgian air. Such decorative gaiety as Mr. Blomfield has allowed himself is confined in the main to rich and well-modelled wreaths and ribs on the plaster ceilings. The marble walls of the vestibule, however, yield a welcome note of colour. In the design of the exterior Mr. Blomfield has employed stately Palladian motifs, which none better than he knows how to bring to success, yet he has infused them with a spirit of elegance and modernity which recalls the work of Adam. The slightly curved bays on the two main fronts add variety without causing any loss of dignity. The rusticated quoins give to the design stiffness and solidity, valuable qualities which are apt to be lost when, as here, a large window area is essential to the practical success of the building. It was comparatively easy for Palladian work to achieve a masculine air when the proportion of solids to voids was a matter merely of aesthetic discretion. It is harder to come by when there is a club committee to be satisfied that members will be able to read small print in the far corners of nearly every room. The three-quarter columns are of admirable proportion, and the carved festoons, the cornice and the vases on the parapet all add interest without attracting so much attention that the unity of the design is prejudiced. The placing of ornament on such a façade as this is a great test of architectural judgment. Mr. Blomfield has managed the whole scheme so that the columns which might easily have seemed too scattered are held together well by the framework of the Order. Balconies are a necessary concession at a point where Royal progresses are not rare, but they



UNITED UNIVERSITY CLUB: DINING-ROOM.



UNITED UNIVERSITY CLUB: PALL MALL AND SUFFOLK STREET.



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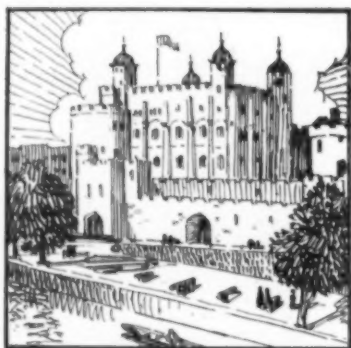
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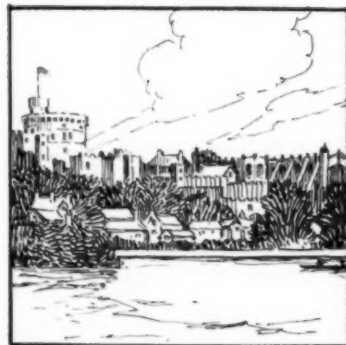
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are apt to look excrescences and to fritter away the interest of the elevation. Here they look a natural part of the design. The United University is, indeed, an exceedingly able piece of club architecture. While it is related to the older club-houses in the neighbourhood, it has a differing character and is emphatically a modern conception. No more need be said than that it is worthy of the President of the Royal Institute of British Architects, whose services to architecture have been so distinguished. Mr. Blomfield has greatly enriched the literature of the mistress Art by his acute and vigorous criticism and by his histories of Renaissance building both in England and France. It is rare indeed that the critical and creative faculties find so admirable a conjuncture in one man. L. W.

ALBEMARLE CLUB.

IF all the work of Sir Robert Taylor had been equal to Ely House, Dover Street, he would occupy a more prominent place in the history of eighteenth century architecture. Usually, however, he was as heavy-handed as his contemporary Paine, who designed the north front of Kedleston. Like Carr of York, he began life as a stonemason, but he practised architecture to some purpose. The Taylor buildings at Oxford were built out of his great bequest to the University—he left nearly one hundred and eighty thousand pounds—and a tablet in the Abbey attests his standing, which was broad based on several surveyorships to Government offices.

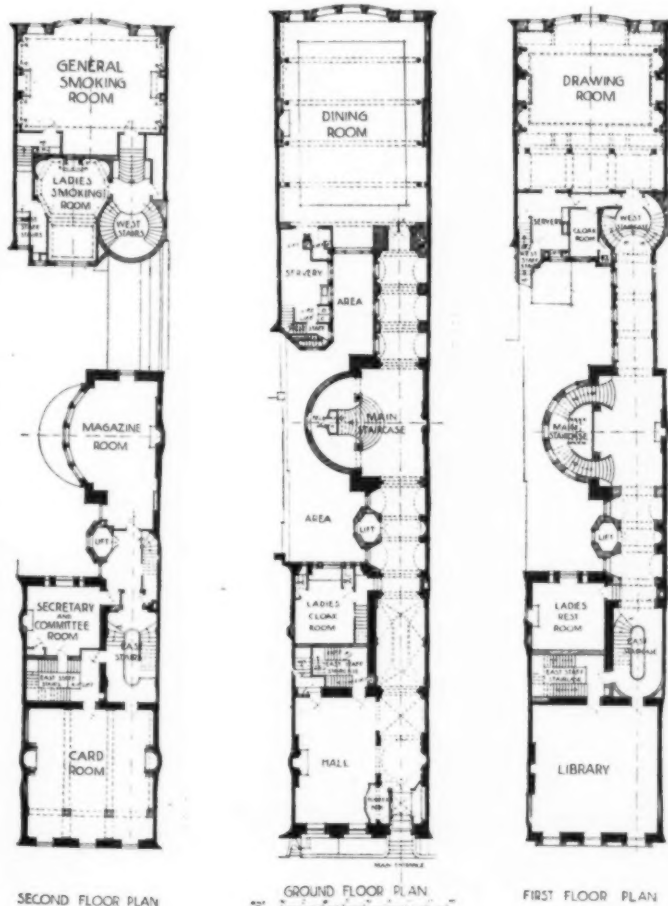
Stone Buildings, Lincoln's Inn, was not, as has been said, his first work, for the year before he had done some alterations to Chilham Castle. Ely House he built as a town house for Keene, Bishop of Ely, about 1772, and the front has a fine



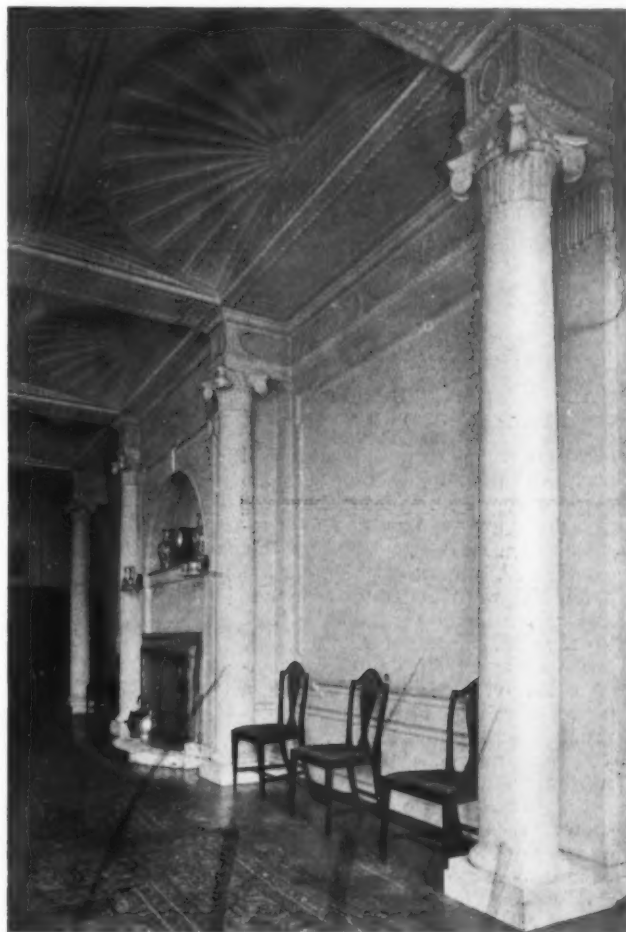
DRAWING-ROOM AT THE UNITED UNIVERSITY.

Palladian character, which he nowhere else achieved. His many extensions to the Bank of England, for example, did not succeed, and have mostly made way for Soane's additions. At Ely House there is a strength and balance in the treatment of the rusticated lower storey and the pedimented windows above which show him in his best mood.

Within the house he was clearly influenced by his more brilliant contemporary Robert Adam. The plaster treatment of the old dining-room, now the hall of the Club, is in the typical Adam manner, and the Venetian window in the back drawing-room, now the ladies' rest-room, is an echo of the same artist's



ALBEMARLE CLUB: PLANS.



ALBEMARLE CLUB: IN THE DINING-ROOM.

favourite theme. The old and beautiful staircase, which used to rise from the ground floor, could not be retained in its original position, but has been rebuilt between the first and second floors at the east end of the building. The fireplace now facing the new main stair is also a Taylor relic, but in the Adam style. Nothing could be better than the reverent and skilful way in which Mr. Dunbar Smith and Mr. Cecil Brewer have enlarged Ely House. It is more than doubled in size, but its old features have all been respected. The building, as altered, runs through to Berkeley Street. The new front does not attempt to copy or compete with Taylor's elevation to Dover Street, but is frankly a modern and, withal, a modest expression of the new plan, with its large fenestration. Problems of light and air hindered the



ALBEMARLE CLUB: DOVER STREET (OLD FRONT).

obvious development of the plan, and prevented the provision of a main corridor from back to front above the first floor, but the lack of one is ingeniously masked.

The Albemarle is the earliest club which was founded for both men and women members, and dates back to 1874. It acquired Ely House a few years ago. The double membership involves the provision of a larger number of rooms than is usual. For example, there are separate smoking-rooms for men and women, as well as one common to both. The plans now reproduced show all the accommodation save that on the third floor, which includes the billiard-room and the smoking-room and two dressing-rooms reserved for men. Although the billiard-room looks out on to Dover Street, the



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THE BILLIARD-ROOM.



ALBEMARLE CLUB: STAIRS TO SMOKING-ROOM.

architects have avoided interference with Taylor's well-proportioned front by setting back the window-line about eight feet behind the main face of the elevation. The old Ely House extended no further than the place now occupied by the main staircase, which is entirely new, and very ably planned. From the entrance hall to the dining-room there is a clear vista, which is most effective, and a clever effect is secured on the first floor by the double circular stair which leads from the corridor to the general smoking-room. The building throughout shows a wealth of clever and interesting detail. It is clear that the architects were right in refusing to be bound within the narrow limits of Taylor's manner. Where their work is close to his they have preserved the same note, but have allowed rein to their own invention in the rooms which are wholly new. That is as it should be, for the twentieth century has an architectural message as



ALBEMARLE CLUB: BERKELEY STREET (NEW FRONT).

well as the eighteenth. There is some uncertainty in the character of the detail in some rooms where there was no dead hand to dictate, as, for example, in the cardroom. The general effect, however, is one of invention, refinement, vigour and a large comfort. L. W.

ROYAL AUTOMOBILE CLUB.

THE great Wren, turning from philosophy to architecture, made the generalisation that "we had always copied the French, even when at war with them." Architecture, he declared, should be eternal and above fashions, but he was human enough to jot in his travel notebook that in France the women interfere in architecture as in politics. He could see that architecture was not an abstract, but a

concrete, or even an emotional, creation of humanity. He may be said, therefore, to have foreseen future *ententes cordiales*, whether of the early days of the Second Empire, when Palmerston and Napoleon were something more than acquaintances, or of the most popular and recent achievement of the late King Edward. We have advanced far beyond the possessive love of Henry V., who declared that his attachment to France was such that he could not forego a single town in it, and we have welcomed a veritable invasion of London in the domain of architecture. Mr. Mewès, like Mr. Billerey, is an accomplished French architect, and few recent buildings have been more talked about than the Ritz Hotel, the *Morning Post* Offices and the Royal Automobile Club, all designed by Mr. Mewès and his partner, Mr. Davis, with whom was associated (for the purpose of the Royal Automobile Club) Mr. Keynes Purchase.

In England, in spite of recurring French phases, classic architecture has been built up on the direct Italian tradition. The Royal Automobile Club in Pall Mall strikes an unfamiliar note among the older clubs which derive from Florentine, Roman or Venetian originals. It looks back to the palatial blocks in the Place Concorde, which in turn derive from Perrault's great colonnade of the Louvre. We may think that the astylar simplicity of Barry's masterpieces is nearer the native mood than the palatial order and portico of the newer arrival, but all will see in its noble length of façade the marks of a genuine study of classic art. The great front of Portland stone extends two hundred and thirty feet from the Carlton Club on the east to the site of part of the old War Office on the west. The club occupies part of the land where the War Office originally stood. The south front overlooks Carlton Gardens and St. James' Park. The elevation consists of a single Ionic Order of three-quarter columns, standing on a rusticated ground floor, pierced by twelve great round-headed windows. The entrance is emphasised by a projecting portico, with its sculptured pediment. The success of the building is largely due to the orderly simplicity of this front, where ornament has been very sparingly employed. As far as the exterior is concerned, there is no very decided break with the traditions of English club-house-building. It is in the arrangement and treatment of the interior that the Royal Automobile Club marks a new era. In these restless days the quiet and dignity of the old-fashioned English club has suffered many rude shocks. The old exclusiveness which reserved suites of solemn rooms for the sole enjoyment of members is breaking down. Some clubs which presented a rigid front to change have disappeared altogether. Others have sought to keep pace with the times, but have failed because their houses could not be adapted to new needs. However much some may regret that the old order is passing, it is at least clear that the new has to be recognised, and it is appropriate that the most complete acceptance of the change should come from a club devoted to the interests of so modern a sport as motoring. There is, moreover, the fact that a club with so large a membership as the Royal Automobile Club, not linked together by devotion to one party interest



ROYAL AUTOMOBILE CLUB: THE HALL.



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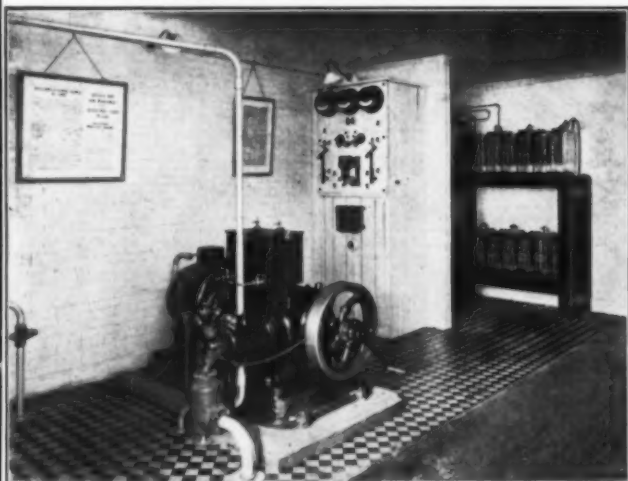
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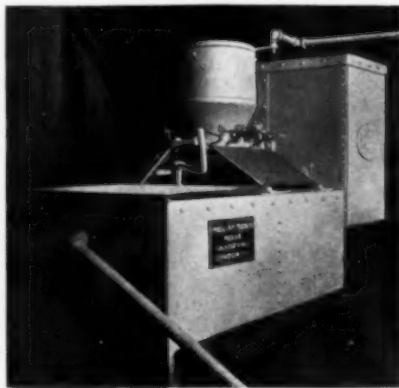
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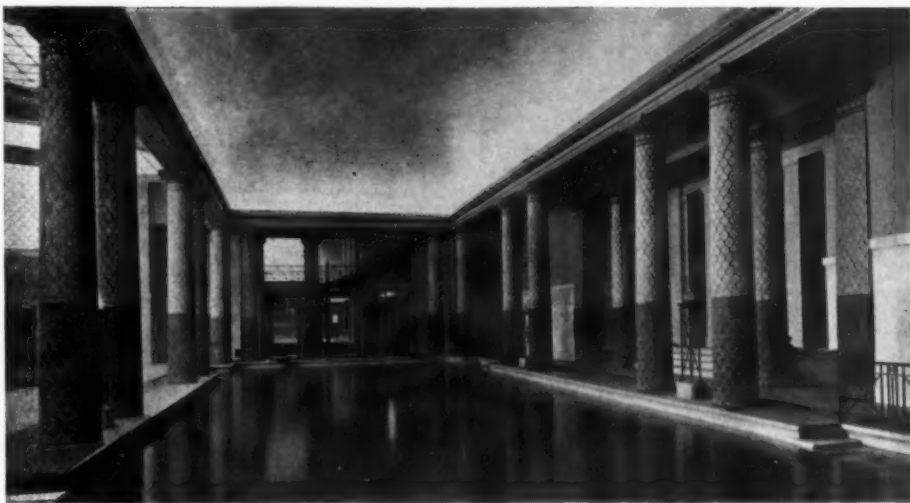
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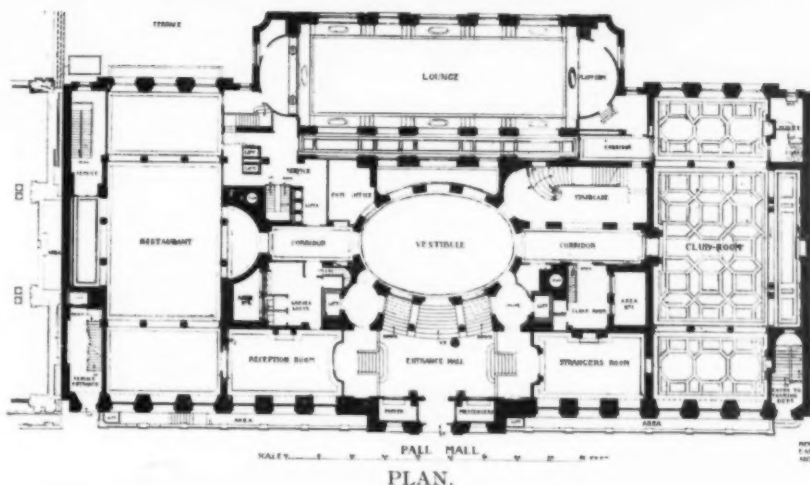


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or to art or literature, but comprising among its motoring devotees men of every social and political interest, needed a larger scheme of attractions than the ordinary club could attempt to offer. In effect, it is something more than a club. The provision of a restaurant changes the nature of the hospitality which a member can offer to his guests, and invests the club with something of the characteristics of an hotel. Though the Bath Club, in Dover Street, has built up, and maintains, a large popularity by reason of its Turkish and swimming baths, these features at the Royal Automobile Club are merely an incident in the scheme. The claims of sport are met by the provision of racquet courts, a rifle range, a room where the martially-minded may fence, and another where the amateur photographer may pursue his craft. On the upper floors are dozens of bedrooms, and even of



THE SWIMMING BATH.



self-contained suites of rooms, such as are sought ordinarily in blocks of residential flats. Last, but not least, there are the many offices where the special business is transacted in connection with the motoring interests which it is the chief business of the club to promote.

The architects have planned the interior of the building on bold axial lines. On entering the club we cross the vestibule to the central hall, a fine oval apartment with a pillared gallery supporting a glazed dome. Right and left of the vestibule are reception-rooms. The latter lead directly to the restaurant, which occupies the whole of the east end of the ground floor. South of the hall is the great gallery. It is a lofty, oblong room of great size, decorated in the style of Louis Quatorze in a slightly theatrical fashion. This is not, however, unreasonable, because there is a stage at one end and a musicians' gallery



ROYAL AUTOMOBILE CLUB: THE GALLERY.

at the other. Along the whole south side of the gallery are large French windows, which open on to a broad paved terrace. The restaurant is soberly treated in the manner of Louis Quinze, but in the dining-room above it there is a reversion to the more usual traditions of English club architecture, for the decorative treatment is based on the more severe art of Sir William Chambers. At the west end of the building, on the ground floor, and balancing the restaurant, is the big smoking-room, and opportunity has been taken to preserve here some of the flavour of the War Office building. The old Council Chamber had a heavy coffered ceiling. It proved impossible to re-erect the original work, which would have required an unduly massive construction to have carried it. A careful replica has been made in more modern materials, and serves as an interesting reminiscence.

The first floor is occupied by library, committee-room, billiard-room, etc. This suite has been treated in the manner of the Brothers Adam. The second floor is given up mainly to the official work of the club. It is in the treatment of the basement that the Royal Automobile Club has made the greatest break with the traditions of club-planning. Usually everything below the ground-floor level is given over to kitchens and other requirements of service. Although the culinary arrangements below stairs are here on a scale of some magnificence, ample room remains for the splendid swimming bath, now illustrated, and for a suite of Turkish and other baths. The effect from the western corridor on the lower ground floor is particularly charming. The architects have not been afraid to use colour freely. The aspect of the scheme is Roman. Round the edge of the great pool stand massive mosaic columns, which look all the more brilliant for being seen against the floor of white Sicilian marble. The effect is enhanced at night by the Pompeian lamps.

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L. W.



ROYAL AUTOMOBILE CLUB: PALL MALL FRONT.



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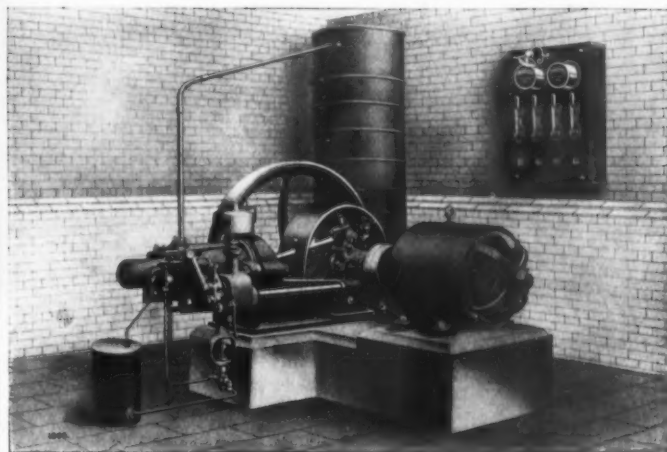
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